

REPORT
OF THE
DECK PASSENGER COMMITTEE
1950

VOLUME II

(THE REPORT IS PUBLISHED AS VOL. I)

APPENDICES



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APPENDIX I (a)
(Questionnaire issued to the shipowners, etc.)

Telegraphic Address : 'DEGESHIP'
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No. DECK/9/50.

GOVERNMENT OF INDIA

MINISTRY OF COMMERCE

OFFICE OF THE DIRECTOR GENERAL OF SHIPPING

"COMMERCE HOUSE", CURRIMBHOY ROAD,
BALIARD ESTATE, FORT,

Bombay, the 30th March 1950.

DECK PASSENGER COMMITTEE

MEMORANDUM

The questionnaire framed by the Deck Passenger Committee is attached. It is divided into three parts, as follows :—

Part I	For shipowners;
Part II	For passengers and bodies representing passengers;
Part III	For port authorities etc.

Companies, persons and bodies who fall within one or the other of the above categories and who receive a copy of the questionnaire are requested to reply to the appropriate Part. Any information and comments which they may have to offer in regard to matters dealt with in the other Parts would also be very welcome.

2. The questionnaire is being forwarded to certain persons and bodies also, who do not fall within any of the categories mentioned above. They are requested kindly to offer their comments on such matters as are either of interest to them or on which they have useful information to furnish.

3. Members of the public can obtain copies of the questionnaire by application to the Secretary of the Committee, and their replies will receive equal consideration with the rest.

4. Replies to the questionnaire should be sent as soon as practicable and in any case should reach the Secretary by the 5th May 1950, at the latest. It would be of great help to the Committee in dealing with the reply if the majority of them are received in advance of the last date. Your co-operation in adhering to the above date or in sending the reply earlier, if possible, will be greatly appreciated.

5. It is realised that persons and bodies Overseas may find difficulty in replying by the above date. Every effort may however be made in that direction.

6. After receiving and considering the replies to the questionnaire, the Committee will proceed to examine witnesses orally. The examinations will be held at Bombay, Calcutta and Madras, and if necessary at other ports. If you or your representatives will tender oral evidence, the fact may be mentioned in your reply, and the following information furnished regarding each of the witnesses :—

Name,

Address,

Telegraphic Address,

Port at which available for tendering oral evidence,

(Bombay, Calcutta or Madras.)

C. R. B. MENON,
Member—Secretary.

DECK PASSENGER COMMITTEE

QUESTIONNAIRE

It will greatly facilitate the consideration of the replies to this questionnaire if each question is typed out in full and the reply is typed below the question.

Replies from India may be sent as soon as practicable and should, in any case, reach the Secretary, by the 5th May 1950 at the latest. Replies from Overseas may be sent as near this date as practicable.

(I.)—FOR SHIOPWNERS

A.—*General*.—(1) Please give in the attached Table I the particulars of the unberthed passenger ships which were in your service as on the 1st January 1950. Please also enclose copy of the latest "A" and "B" Certificates granted by the Government of India showing the number of passengers of each class, the life-saving appliances etc. If the ships have been granted Certificates by any other Government showing these particulars, please enclose copy.

(2) Please give in the attached Table II the fares charged on the various Routes operated by you.

(3) Please give in Table III the average duration of the voyage from the commencement of the voyage to the time of arrival at each port, and the number of passengers embarked and disembarked at each port in 1949. (A statement is to be furnished in respect of the voyage in one direction and a separate statement in respect of the voyage in the reverse direction.)

B. *Casualties*.—(1) During the period 1929-1950 were any of your unberthed passenger ships lost or abandoned while carrying passengers?

(2) If so, what was the cause of loss or abandonment in each case?

(3) How many persons were on board in each case, and how many lives were lost?

(4) How many boats were there on board? What was their aggregate capacity?

(5) How many boats were able to get away from the ship with passengers?

(6) Did the passengers and/or crew panic when the casualty occurred?

(7) Did panic among the passengers and/or crew contribute to the casualty?

(8) Was there any attempt on the part of the passengers and crew to rush the boats?

(9) In the event of the passengers panicking and rushing the boats, do you think that it would be possible to launch all the boats, and to provide for the speedy and safe embarkation of the passengers?

C. *Practice muster of passengers*.—(1) Do you think that practice musters of passengers are necessary on unberthed passenger ships?

(2) Is it in your opinion practicable to have practice muster on unberthed passenger ships to the same extent and in the same manner as in other passenger ships? If not, what suggestions have you to make regarding musters on the former?

(3) How often is practice muster of passengers held on your unberthed passenger ships?

(4) Are you of the opinion that the absence of practice musters reduces the value of life-saving appliances carried by a ship, and the passengers' chances of survival in case of ship-wreck?

(5) When every passenger is required to participate in musters it should become clear to a proportion of unberthed passengers that no life boat accommodation or floatation has been provided for them. Do you think that these passengers would reconcile themselves to that position?

D. *Life Saving Appliances*.—(1) Do you think that the proportion of persons for whom life boat accommodation and floatation is provided should be increased (a) for existing ships and (b) for new ships?

(2) If not, what are your reasons?

(3) If boat accommodation for a minimum of 80%, 60% or 50% and floatation for 100% of the persons were to be insisted upon, what would in each case be the carrying capacity of each of your ships?

(4) What in your opinion would be an adequate and practicable proportion to adopt in this matter for each class of ship and voyage?

(5) Do you think that buoyant apparatus is a reasonable substitute, from the safety point of view, for standard life-boats? If not, what value do you attach to buoyant apparatus?

E. *Economic status of unberthed passengers*.—(1) Can you say what class or classes of people travel by your unberthed passenger vessels?

(i) Are they mainly labourers; if so, approximately what percentage?

(ii) What proportion would be petty traders, merchants, etc.?

(iii) What proportion would be clerks and white collar-workers on low salary?

(2) Please give the Committee, in a separate memorandum if necessary, as much information as you can regarding your unberthed passengers on each route, the purpose of their travel, periods of brisk and slack traffic, and so on.

F. Space.—(1) What is the space allowed per deck passenger on each of your ships ? (Please state the space per passenger on each deck).

(2) Do passengers occupying between decks avail themselves of the "airing space" provided for them on the upper deck ? Is it possible for them in actual practice to utilise it ?

(3) Would you suggest a greater unit of space for all passengers and doing away with "airing space" ?

(4) Are you of the opinion that the spaces mentioned are adequate for the comfortable accommodation of passengers on the voyages involved ?

(5) By how much would the carrying capacity of each of your ships be reduced if the following flat rates were prescribed :

(i) Voyages of over 48 hours' duration	18 sq. ft.
(ii) Other Voyages	10 sq. ft.

(6) Would it be practicable for you to guarantee to each passenger the space to which he is entitled under the rules, by marking off the space for each passenger, or otherwise ?

(7) Suppose the present space allowances were retained but each passenger was allowed to reserve on payment, such extra space as he needed, can you ensure that he gets such space for his exclusive use ?

(8) Are you in favour of unberthed travel being abolished altogether and all passengers being carried in cabins and/or dormitories ?

(9) If not, what measures would you propose for eliminating overcrowding and other unsatisfactory features of deck travel ?

(10) Please indicate with reference to each of your ships the likely effect on the carrying capacity and on fares in the case of each of the following alternative proposals :—

- (i) Abolition of unberthed travel and provision of cabin or dormitory accommodation for all passengers.
- (ii) Provision of bunks on the between decks for all unberthed passengers.
- (iii) Provision of long continuous benches along the side of the ship and across or along the decks in double tier (as in 3rd Class Compartments on the railways).

(11) If you have any experience of any of the above alternatives, please state your actual experience, and, in any case, furnish your observations on the feasibility and advisability of adopting each of the above alternatives.

(12) Please state for the year 1949 in respect of each of your routes, the aggregate fare paid (a) by unberthed passengers and (b) by other passengers.

(13) Please state in respect of each of your ships the aggregate space available for the use of (a) unberthed passengers and (b) the aggregate space available for the use of other passengers.

(14) Do you think it practicable and advisable to transfer for the use of unberthed passengers a portion of the common room space now provided for berthed passengers (dining rooms, lounges, recreation rooms, etc.)

G. Hospitals.—(1) Do you think that the present scale of hospital accommodation is adequate ?

(2) Do you think that there should be trained nurses on board, and if so, how many ?

(3) Do you think that it would be an advantage to have a separate hospital for women ?

(4) Do maternity cases sometimes occur on your ships ?

(5) Do you think it would be advantageous to make special provision for maternity cases ?

(6) Does the rule regarding the necessity of having a Doctor on board require to be more widely applicable ?

(7) Is portable isolation hospital rule as applied to short voyages adequate in practice ?

(8) Should not the compulsory Medicine Chest requirements be widened to include more modern medical equipment ?

H. Latrines.—(1) Please give in respect of each of your ships, the number of latrines provided for unberthed passengers, with length and breadth of each latrine, type of seat fitted, height of seating, whether automatic flushing provided, whether extra water tap fitted in each latrine (whether salt or fresh water) and natural or mechanical ventilation in each latrine.

(2) How many of the above latrines are for males and how many for females ?

(3) Is there a lobby to the battery of latrines or do they open direct on decks ?

(4) Please give exact disposition of latrines on the ships.

(5) What, in your opinion, would be a reasonable proportion between the number of unberthed passengers and the number of latrines ?

I. Wash Places.—(1) Please state in respect of each of your ships how many wash places are provided for unberthed passengers, whether these have a water tap or shower or both ; whether salt or fresh water is used or such wash places ; and whether hot water is available in such wash places during the winter season.

(2) Please state whether toilet rooms fitted with wash basins and mirrors are available to unberthed passengers. Please give the number of such rooms with their size.

J. Fresh Water.—(1) Please state in respect of each of your ships the number and capacity of fresh water tanks on the ship, and whether these tanks are entirely available for passengers or are also meant for boiler feeds and if common what the water consumed by the boilers during 24 hours is ?

(2) How many fresh water taps are fitted on the ship and where are they placed ?

(3) What are the hours of day and night when the fresh water taps are opened for the use of passengers ?

(4) How many gallons per day per passenger is calculated by you normally, over and above the statutory provisions ?

K. Catering.—(1) Do you issue "with food" tickets to unberthed passengers other than servants of cabin passengers travelling on decks ?

(2) Do you do your catering for unberthed passengers yourselves or do you employ contractors ?

(3) Are the quality, quantities, variety and prices of *table d'hote* meals or *a la carte* viands for unberthed passengers fixed and/or supervised by the Company ?

(4) Are there any specially provided places where the unberthed passengers can have their meals under hygienic conditions ? Or have they to take their meals where they are placed for the voyage ?

L. Baggage.—(1) What is the amount of baggage allowance to a deck passenger on each of the routes operated by you ?

(2) Do you insist on seeing that this allowance is normally not exceeded ?

(3) Do you charge for excess luggage carried ? What is the tariff for such charges ?

(4) Do you insist that all excess luggage be stored away from passenger spaces ?

(5) Have you separate baggage space to store excess baggage ? If you have please give its dimensions in cubic feet for each of the ships you operate.

(6) Do you supply porters for unberthed passengers' baggage free or at controlled rates and what steps do you take to see that controlled rates are always enforced ?

(7) Do you think it practicable to levy a deposit from each passenger and to deduct there from, after the passengers have settled down on board, charges in respect of the space occupied by the baggage carried by each passenger on deck ?

M. Classification of voyages.—(1) Are you satisfied with the classification of voyages as at present : Less than 72 hours ; between 72 and 120 hours and over 120 hours between ports ? Would you suggest any change and if so what change ?

(2) Do you approve of two sets of measurements for passenger space ; one for fair season and one for foul season ; or would you suggest a flat unit for both seasons in :—

(a) Bay of Bengal, and/or

(b) Arabian Sea, including or excluding Persian Gulf.

N. Awnings.—(1) Do you think that awnings provide adequate protection from the weather at all times to passengers on the upper decks ?

(2) Are the awnings removed at any time when passengers are on board ?

(3) If so, what are the occasions, and for how long are the passengers left without the protection of awnings ?

(4) Would you agree that the upper (weather) deck should not be measured for passengers on ships on which the awnings have to be removed for working cargo ?

O. Terminal Tax.—(1) Do you think that the levy of a small terminal tax on all passengers arriving at or departing from India would be a suitable method of building up a fund for providing amenities on shore for unberthed passengers ?

(2) Do you anticipate any difficulty if the shipowner was required to collect and pay the tax to Government ?

P. Cattle and Live Animals.—(1) Are cattle and live animals carried on your unberthed passenger ships ? If so, on what routes, and how many are carried on the average ?

(2) Are cattle carried on the same deck as passengers ?

(3) What difficulty if any, do you anticipate if the carriage of cattle on the same deck as passengers is prohibited ?

Q. Wireless Telegraphy, etc.—(1) Please state in respect of each of your ships whether it is fitted with wireless telegraphy and/or wireless telephony.

(2) Please state whether a public address system has been fitted on any of your ships, and whether you are in favour of such a system being fitted.

TABLE I
(Passenger Capacity etc.)

1. Names of Ships
2. Year of build
3. Net Tonnage
4. Passenger capacity and number of crew according to Indian Certificate current on 1/1/50 or later Certificate

First Class	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Second Class	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Inter Class	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Deck	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Crew	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
	Total	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
5. Passenger capacity and number of crew according to Certificate, if any, granted by any other Government and current on 1/1/50 or later Certificate

First Class	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Second Class	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Inter Class	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Deck	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
Crew	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
	Total	. . . . .	. . . . .	. . . . .	. . . . .	. . . . .
6. Number of persons for whom accommodation is available in life-boats
7. Trade in which employed
8. Cargo capacity when full complement of passengers carried
9. Nature of usual cargo

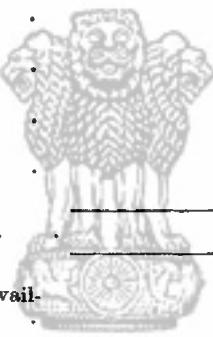


TABLE II

(Farey)

TABLE III

(Approximate duration of voyage from the commencement of the voyage to the time of arrival at each port and number of passengers embarked and disembarked at each port.)

Route	Name of port at which voyage commences	Names of Intermediate ports and destination	Approximate duration of voyage from port of commencement of voyage to time of arrival at each port	Number of passengers embarked and disembarked at each port. (1949)	
				Embarked	Disembarked

II. (FOR PASSENGERS AND BODIES REPRESENTING PASSENGERS.)

Name..... Profession.....

Age..... Address.....

Representing.....

A. General.—(1) Are you replying to this questionnaire on your own behalf, or on behalf of some Association or other body interested in Deck Passengers?

(2) If the latter, please give the following particulars regarding the Association or body:—

Name.....

When established.....

Number of Members.....

Address.....

.....

.....

(3) Have you travelled on unberthed passenger ships?

(4) If so, did you travel as a deck passenger or as a cabin passenger?

(5) What are the routes on which you have sailed?

(6) Are you submitting a separate memorandum regarding the improvements necessary in the unberthed passenger traffic?

(7) If your replies to this questionnaire relate only to particular routes, please indicate these routes, and any ships you may have specially in mind.

B. Information Relating to deck passengers.—(1) With reference to specific routes, can you say what classes of persons travel on deck?

- (i) Are they mostly labourers? If so, what percentage?
- (ii) What proportion would be petty traders, merchants etc.?
- (iii) What proportion would be clerks and other white-collar workers on low salary?

(2) With reference to specific routes can you say whether the fares of any proportion of deck passengers are paid by their employers, present or prospective, or by others? If so, what proportion?

(3) Can you give some information as to the persons or bodies who pay the fares of deck passengers, and why they pay?

(4) With reference to specific routes, can you say what the ultimate destination of the majority of the passengers is? Is it the port of disembarkation, or some place inland?

(5) If the latter, how distant from the port of disembarkation is such destination, and what is the mode of travel to it?

(6) With reference to specific routes can you indicate, in an average case, what proportion of the cost of the whole journey (including road and rail fares, hotel expenses, incidentals etc.) would be represented by the steamer fare?

(7) With reference to specific routes, do you think that unberthed passengers going in one direction have more ready money than those going in the other direction?

(8) If so, can you briefly indicate the reasons?

C. Fares.—(1) The only difficulty that has ever been adduced as standing in the way of an increase in the space allotted on deck to deck passengers and to the measures necessary for the improvement of the conditions of deck travel is that the carrying capacity of vessels would be reduced and that therefore the fares may have to be increased to a level which the average deck passenger cannot afford. Do you agree with this objection?

(2) If not, do you think that the deck passenger would be willing to pay reasonably increased fares in return for improved conditions of travel?

(3) If your reply to the above question is in the affirmative, would you agree that at least some proportion of the passengers would be unwilling and unable to pay increased fares?

(4) Is it your view that substantial improvement can be effected without increasing fares? If so, what improvements do you think can be effected and what are your reasons for the view that they should not affect the fares?

(5) If it is assumed that even when profits are maintained at a reasonable level, certain major improvements may necessitate an increase in fares, would you consider this a serious objection?

(6) If you are of the opinion that the poorest class of deck passenger should be enabled to travel between India and other countries, can you suggest any economic or other necessity in India or abroad justifying that view?

(7) Having regard to the standard of living conditions of Indians in the country of destination, do you think that the existing conditions of deck travel lower the prestige of Indians in the eyes of the people of that country?

(8) Having regard to all the circumstances of the case, would you object to fares being increased to such extent as to make it possible to provide reasonable conditions on deck?

(9) With reference to specific routes, can you suggest the percentage by which the fares can be put up without causing hardship to the unberthed passengers?

D. Space Allowances.—(1) The Appendix to this questionnaire indicates the minimum space to be provided for deck passengers under the existing rules. Do you consider these scales adequate?

(2) If you do not consider the scales adequate, please indicate the inconveniences, if any, experience by unberthed passengers owing to the inadequacy of space.

(3) What would, in your opinion, be the minimum space which should be made available to unberthed passengers on different classes of voyage and on different decks?

(4) Are you satisfied that if the minimum space allowance suggested by you is enforced, the average unberthed passenger would be willing and able to pay the increased fares which shipowners may be obliged to charge?

E. Abolition of Deck travel on voyages lasting more than 48 hours.—(1) Are you in favour of unberthed travel being abolished on the longer voyages, and all passengers being carried in cabins or dormitories fitted with bunks?

(2) If you consider that although a good proportion of deck passengers can afford to pay for cabin or dormitory accommodation, there would still be a proportion who would not be able to pay the higher fares, would you agree to deck travel being continued for (say) 25% of the total number of passengers, or would you suggest any higher or lower percentage?

F. Food.—(1) Are the catering arrangements on unberthed passenger ships satisfactory ?

(2) If not, would you prefer that the catering should be undertaken by the owners ?

(3) If so, can you suggest how the owners can meet the requirements of different classes of travellers with differing food habits and tastes ?

(4) Would catering by the owners, and provision of cooking facilities for persons who do not like the catering, be a sufficient provision ?

(5) In the matter of complaints regarding food, can you say whether the fault lies with the provisions, the cooking, the service or the cost, or all these ?

(6) What dining room facilities, if any, are provided on the ships with which you are familiar, and what improvements would you suggest in this matter ?

G. Drinking water.—(1) Do unberthed passengers experience difficulty in the matter of procuring enough drinking water at all times of the day and night ?

(2) If so, what are the hours during which difficulty is experienced ?

(3) Are the number of taps to which unberthed passengers have access sufficient ?

(4) Have you any suggestions to make for the improvement of the supply and distribution of drinking water ?

H. Latrines and washing places.—(1) What are the difficulties experienced by unberthed passengers in the matter of latrines and washing places ?

(2) Have you any suggestions to make (having regard to limitations of space and cost) as to the most suitable type of latrines and wash places for unberthed passengers ? What, in your opinion, would be a reasonable proportion between the number of unberthed passengers and the number of latrines and wash places ?

I. Shelter.—(1) Please indicate the extent to which unberthed passengers are inconvenienced by the inadequacy of the existing provision for protecting them from the weather and the sea.

(2) What improvements are in your opinion necessary in this matter ?

J. Difficulty in buying tickets—bribery.—(1) Do unberthed passengers find any difficulty in purchasing tickets ?

(2) Have you come across any instance of bribery in the matter of the sale of tickets ?

(3) Have you suggestions to make for the removal of the defects, if any, in the matter of sale of tickets ?

K. Facilities at Ports.—(1) What are the existing facilities at the ports in the matter of waiting rooms, tea stalls, latrines, wash places etc. ?

(2) For how many days have unberthed passengers usually to wait in port before they proceed on the voyage ?

(3) What suggestions have you to make regarding the facilities to be provided at the ports ?

L. Terminal Tax.—(1) Would you advocate the levy of a small terminal tax on all passengers arriving or departing by unberthed passenger ships with a view to providing funds for amenities at ports ?

(2) If so, what in your opinion would be a reasonable levy ?

M. Baggage.—(1) It has been alleged that the congestion on the decks is largely due to the luggage carried by the passengers. Do you agree ?

(2) It has also been alleged that it is extremely difficult to persuade the passenger to hand over his luggage to be stowed in the holds. Can you explain the passenger's unwillingness to be separated from his luggage ? Do you agree that if passengers could be induced to hand over the bulk of their luggage, this would reduce substantially the difficulties resulting from inadequate space ?

(3) Do you think that the space occupied by each passenger's luggage should be measured after embarkation and that the passenger should be charged for the space ?

(4) Do you think that the above will be a practicable course to adopt ?

(5) If there is likely to be difficulty in collecting the charges on board, do you see any objection to a deposit being taken from each passenger to cover the charge and to be adjusted later ?

N. Life-saving appliances.—(1) Were you ever on board an unberthed passenger ship which was lost or abandoned ?

(2) If so, please state the name of the ship and date of occurrence of the casualty ?

(3) Do you know how many lives were lost ?

(4) Were the passengers able to get on the boats in a quiet and orderly manner ?

(5) If not, was there panic and an attempt to rush the boats ?

(6) What was your opinion of the behaviour of the officers and crew at the time of the emergency ?

(7) Are you aware that the life boats, life rafts and buoyant apparatus on an unberthed passenger ship can accommodate only a proportion of the total number of persons, and that the remainder are provided only with life jackets ?

(8) In the event of an emergency occurring, do you think that the passengers and crew are likely to panic ?
(9) What measure would you advocate to prevent panic on an unberthed passenger ship in an emergency ?

O. *Treatment on board unberthed passenger ships.*—(1) Have you any complaints to make regarding the treatment given to deck passengers by the crew and officers of the ships ?

P. *Miscellaneous.*—(1) You are invited to offer any criticism or suggestion which you may have to make on any matter not covered by this questionnaire.



APPENDIX to Part II of Questionnaire (*vide* item D)

The Government of India have prescribed under Section 192 of the Indian Merchant Shipping Act, 1923, the following minimum space to be available for each deck passenger on different voyages, during different seasons and on different decks :

I. *Seasons of Fair Weather*—

(a) Short Voyages of not more than 72 hours . . . 8 sq. ft. [plus 4 sq. ft. airing space on the upper (weather) deck for each upper between deck passenger].
7½ sq. ft. (on certain routes).

(b) Short Voyages of more than 72 hours . . . 9 sq. ft. [plus 4 sq. ft. of airing space on the upper (weather) deck for each upper between deck passenger].

II. *Seasons of Foul Weather*—

Short Voyages 10 sq. ft. [plus 4 sq. ft. of airing space on the upper (weather) deck for each upper between deck passenger].
9½ sq. ft. (on certain routes).

III. *Long Voyages*—

10 sq. ft. [plus 6 sq. ft. of airing space on the upper (weather) deck for each passenger].

IV. *Long Voyages and Short Voyages in which Passengers are carried on two between Decks. Space to be available for each lower between deck passenger.*

Short Voyages

Lower between decks	Fair Weather Upper (weather) deck	Lower between deck	Foul weather Upper (weather) deck
sq. ft.	sq. ft.	sq. ft.	sq. ft.
12	4	15	4
<i>Long Voyages</i>			
Lower between decks		Upper (weather) deck	
sq. ft.]		sq. ft.	
15		6	

NOTE.—“Long Voyage”—Any voyage during which the ship performing it will in ordinary circumstances be 120 hours or upwards continuously out of port.

“Short Voyage”—Any voyage during which the ship performing it will not in ordinary circumstances be 120 hours continuously out of port.

(Section 174 of the Indian Merchant Shipping Act, 1923.)

संस्कृत ज्यन

III. (FOR PORT AUTHORITIES ETC.)

A. *Information regarding unberthed passengers and ships.*—(1) Which are the unberthed passenger ships which call at your port ? On what routes and services are they employed ?

(2) At what intervals do the unberthed passenger ships call at your port ? Are there any scheduled services ?
(3) What average number of unberthed passengers are (a) embarked (b) disembarked at your port each year ?
(4) From what areas do the unberthed passengers embarking at your port usually come ?
(5) Have you any information as to the destination of the majority of the unberthed passengers embarking from your port ?
(6) What class of persons travel as unberthed passengers from your port :—
(i) Are they mostly labourers ; if so what percentage ?
(ii) What proportion would be petty merchants, traders, etc. ?
(iii) What proportion would be clerks and white collar workers on low salary ?

(7) Has the unberthed passenger traffic at your port been (a) growing, (b) declining, or (c) static in recent years ? If so, can you indicate the reasons ?

B. *Mode of embarkation and disembarkation.*—(1) What is the method of embarkation and disembarkation adopted at your port ?

(2) Is the method adopted for unberthed passengers different from that adopted for cabin passengers ?
(3) Do you consider the method adopted in the case of unberthed passengers satisfactory ?
(4) If not, what improvements have you to suggest ?

C. *Amenities for unberthed passengers at the port.*—(1) Have you any special sheds or wharves allocated for the embarkation or disembarkation of unberthed passengers as apart from pilgrims ?

- (2) Are these sheds or wharves also used for storing imports and exports ?
- (3) Are these sheds or wharves fully ventilated by natural and or mechanical means ?
- (4) Are they well lighted ?
- (5) Are refreshment stalls or food trolleys, as are used on Railway platforms, provided in or near such sheds ?
- (6) Are there adequate sanitary facilities available in or near such sheds ?
- (7) Is it possible for unberthed passengers to embark or disembark without being exposed to sun or rain or general inclemency of the weather ?
- (8) If the embarkation and disembarkation is done in stream or roadsteads by lighters and/or launches, are the above or similar facilities available to unberthed passengers after they reach the shore or while they are awaiting embarkation on shore ?
- (9) Are the waiting sheds or Dharmshalas adequate and sufficiently well equipped to provide shelter and general comforts if embarkation or disembarkation happens to be during hours of night ?
- (10) What is the annual unberthed passenger traffic that your port handled, say, three years before the War ? And the last year for which figures are available with you ?
- (11) What is the usual waiting time between the arrival of up-country passengers at the port and the time of their embarkation ?
- (12) Are cheap, private hotels available for the accommodation of the passengers during the waiting period, and are they availed of by the majority of passengers ?
- (13) Have you any suggestions to make regarding improvement of amenities for unberthed passengers ?

D. *Terminal Tax.*—(1) Is any terminal tax levied at your port by the municipality or other authority in respect of passengers by sea ? If so, what is the amount ?



APPENDIX 1 (b)

(Questionnaire issued to the Investigators of the Deck Passenger Committee for the use of Deck Passengers)

Serial No.	Name of Ship
1. Name of Deck passenger.....	Age.....
2. Education : Illiterate/Literate/Educated upto Matriculation or higher standard.	
3. Profession or Occupation.....	
4. Monthly Income Rs.....	
5. Embarked at.....	Will disembark at.....
6. If travelling with family, particulars of family :	
(a) No. of persons above 12 years: Males..... Females.....	
(b) Persons of and below 12 years:.....	
7. Approximate area occupied on deck by (a) passenger and family.....sq. ft.	
(b) luggage.....	
8. Total deck fare paid by passenger for himself and family Rs.....	
9. What will be the approximate total expense of the journey from commencement of journey to arrival at destination:--	
(a) Road fare Rs..... (b) Rail fare Rs..... (c) Steamer fare Rs.....	
(d) Other expenses Rs.....	Total Rs.....
10. Is your fare paid by your employer or any other person ? Yes/No.	
11. If so, are the fares of the family also paid by your employer or other person ? Yes/No.	
12. Where did this journey commence ? Name of Town or Village.....	
Name of District.....	
13. What is the destination ? Name of Town or Village.....	
Name of District.....	
14. How many days had you to wait at port of embarkation ?.....	
15. What is the purpose of your journey ?.....	
16. How often do you travel on this route ?.....	
17. When do you hope to return ?.....	
18. Is the space now occupied by you on deck sufficient for comfortable accommodation ?.....	
19. If not, how much space (in square feet) would you desire per person ?.....	
20. Do you think that 18 sq. ft. per person would be sufficient ?.....	
21. If providing additional accommodation means some addition to the fare, are you prepared to pay such additional fare ?.....	
22. upto what limit can you pay additional fare for securing better conditions of travel ?.....	
Upto 25% of the present fare ?.....	
Upto 50% of the present fare ?.....	
Upto 75% of the present fare ?.....	
23. Are you in favour of deck travel being abolished, and all passengers being carried in cabins or dormitories ?.....	
24. Have you given any part of your luggage to the Company to be stored in the hold ? Yes/No.	
25. Have you any luggage which is not wanted during the voyage ?.....	
26. If you have such luggage, what are the reasons why you have not handed it over to the Company to be stored in the hold till the end of the voyage ?.....	
27. If you have any complaints or suggestions to make regarding the food, drinking water, wash places, latrines, or other matters, please indicate them below :	

APPENDIX 2

LIST OF PERSONS AND BODIES WHO REPLIED TO THE COMMITTEE'S QUESTIONNAIRE

1. The British India Steam Navigation Company Ltd., Calcutta.
2. The South Indian Railway, Trichinopoly.
3. The Mogul Line Ltd., Bombay.
4. The Scindia Steam Navigation Company Ltd., Bombay.
5. The Bombay Steam Navigation Company Ltd., Bombay.
6. The Indian Co-operative Navigation & Trading Company Ltd., Bombay.
7. The Ratnagar Steam Navigation Company Ltd., Bombay.
8. The Bank Line (India) Ltd., Calcutta.
9. The Swadeshi Steamship Company Ltd., Tuticorin.
10. The Indo-China Steam Navigation Company Ltd., Calcutta.
11. The Asiatic Steam Navigation Company Ltd., Calcutta.
12. Mr. Navinchandra M. Pandya, P. O. Box 106, Mombasa, Kenya.
13. Mr. M. V. Sitaram, 28, Singanna Chetty Street, Madras.
14. The Steamer Passengers' Association, "Crescent Hall", Triplicane High Road, Madras 5.
15. Mr. J. F. Soares, 56, St. Sebastian's Colony, Bandra, Bombay 20.
16. Dr. Amarendra Saha, LMP "Amoro Villa", 6, Dharmodas Row, P.O. Kalighat, Calcutta.
17. The Nagapattinam Chamber of Commerce, Nagapattinam.
18. Mr. Z. J. Chhatrisha, C/o, Chhatrisha & Company Ltd., P. O. Box 804, Mombasa (Kenya Colony).
19. Mr. D. M. Anjaria, B. A., LL.B., P. O. Box 34, Dar-es-Salaam.
20. Central Indian Organisation of Fiji, Suva, Fiji.
21. Shri Vidya Rattan, B.A., Tehsildar and Magistrate, Bhiwani (Hissar District).
22. The Orissa Chamber of Commerce, Nayagarh, Cuttack.
23. The Social Service League, Vasco de Gama Street, P.O. Box 36, Mombasa (Kenya Colony).
24. Mr. H. S. Singh, Farnham House, 30, Merewether Road, Fort, Bombay.
25. Indo Service Company, 11/12 Jaffer Syrang Street, Madras.
26. Mr. Rambhai B. Patel, C/o, R. Bapalal & Co., P. O. Box 380, Mombasa.
27. Mr. P. K. Madhavan, P.O. Box 9, Tanga, Tanganyika.
28. Mr. D. R. Singh, P.O. Box 31, Dar-es-Salaam.
29. Africa & Overseas Merchants' Chamber, Manekia Chamber, 1st Marine Street, Dhobi Talao, Bombay.
30. Pilgrims' Aid Society, 1st Marine Street, Dhobi Talao, Bombay.
31. Tulas Shri Devi Jaitashrit Samstha, 28, Bhoivada, Bandra, Bombay.
32. Konkan Passengers' Welfare Association, 28, Bhoivada, Bandra, Bombay.
33. Mr. Chhotabhai Kalidas Sojitarawala, P.O. Box 304, Mombasa. (and 165 others).
34. Mr. H. D. Topat, Kilindini Road, Avenue House, Mombasa, Kenya.
35. Mr. R. Devji Mulchand, P.O. Box 347, Mombasa, Kenya Colony.
36. Mr. M. S. Purohit, Box No. 697, Mombasa.
37. Mr. S. M. Muzumdar, Pleader, Karwar.
38. Suva Indian Chamber of Commerce, G. P. O. Box 347, Renwick Road, Suva, Fiji.
39. Commissioner for the Government of India in Fiji, Suva, Fiji.
40. Mr. U. Shanker Rao, 25-A Palit Street, Ballygunge, Calcutta.
41. Commissioner for the Government of India in Mauritius, Port Louis.
42. Indian Embassy, Randeria Building, Phayre Street, Rangoon.
43. The General Secretary, All Burma Indian Congress, 165, Lewis Street, Rangoon.
44. The Nattukottai Chettiar's Association, 74, Mogul Street, Rangoon.
45. Bombay Mazdoor Co-operative Society Ltd., Kamgar Sadan, Nawab Tank Road, Mazgaon, Bombay.
46. Indian Liaison Mission, Tokyo.
47. Mr. Jethabhai Somabhai Patel, P.O. Box 54, Fort Portal, Kampala (Uganda) British East Africa.
48. Mr. G. H. Nanavaty, opp. Gujarati School, Mangrol (Kathiawar).
49. Nyasaland Railways Asian Union, P.O. Box 12, Limbe, Nyasaland, B.E. Africa.
50. Shree M. S. Sait, I.F.S., Bar-at-Law, B.C.L., B.A. (Oxon), First Secretary, Embassy of India in Iran, Tehran.
51. High Commissioner for India in Ceylon, P.O. Box 882, Colombo—1.
52. The General Secretary, Indian Association of Fiji, Suva.
53. The Indian Association, Nairobi.
54. The Indian Merchants' Chamber, Bombay.
55. Commissioner for the Government of India in Mauritius, Port Louis, forwarded reply submitted by the Indian Trading Community in Mauritius.

APPENDIX 2 (contd)

56. Indian Chamber of Commerce, Nairobi.

57. Mr. F. Coelho, C/o, Lloyds Bank Ltd., McLeod Road, Karachi.

58. Mr. K. V. Rajagopalan, Registrar, Embassy of India in Iran, Tehran.

59. Port Officer, Port Office, Tuticorin.

60. The Government of West Bengal, Commerce and Industries Department, Calcutta.

61. Mr. Nhan Lal G. Avashia, Newmor B ingallow, Tagore Road, Santa Cruz, Bombay Suburban.

62. The Comptroller of Customs, Government of Mauritius, Port Louis.

63. The Port Health Officer, Madras.

64. The Secretary, Port of Cochin, Administrative Office, Willington Island, Cochin Harbour, Cochin.

65. The Port Conservator, Gopalpur.

66. The Commissioners for the Port of Calcutta, Calcutta.

67. The Bombay Port Trust, Bombay.

68. The Port Officer, Bedi Port, United States of Saurashtra.

69. The Range Officer, Central Excise Ratnagiri (Port).

70. The Range Officer, Central Excise Malvan (Port).

71. The Port Officer, Port office, Okha.

72. The Superintendent of Customs, Okha.

73. The Deputy Superintendent of Central Excise, Kutch Mandvi.

74. The Secretary to the Development Commissioner, Kandla.

75. The Port Health Officer, Bombay.

76. The Government of Madras, Public Works Department, Madras (forwarded replies of port officers in Madras).

77. The Port Officer, Porbander.

78. The Range Officer, Central Excise, Bankot (Port).

79. The Range Officer, Central Excise, Karwar.

80. The Port Officer, Madras.

81. The Port Officer, Nagappattinam.

82. The Port Officer, Malpe.

83. The Port Officer, Dhanushkodi.

84. The Port Officer, Mangalore.

85. The Port Health Officer, P. 21, Mission Row Extension, Calcutta.

86. The Port Officer, Bhavnagar Port, Bhavnagar.

87. The Range Officer, Central Excise, Jaitapur (forwarded replies pertaining to Jaitapur, Musakazi, and Vijaidurg Ports).

88. The Range Officer, Central Excise, Honawar.

89. The Range Officer, Central Excise, Vengurla.

90. The Port Administrative Officer, Vizagapatam Port, Vizagapatam.

91. The Port Officer, Orissa Ports, Chandbali.

92. Mr. G. Ramayya, Visakhapatnam.

93. The Port Health Officer, Vizagapatam.

94. The Principal Officer, Mercantile Marine Department, Calcutta.

95. The Madras Port Trust, Madras.

96. The Protector of Emigrants, Sapt Building, Graham Road, Ballard Estate, Bombay.

97. The Chief Secretary to the Government of Saurashtra, Communication Department, Rajkot (forwarded replies of Port Officers in Saurashtra).

98. The Protector of Emigrants, 12 Dalhousie Sqr., East Calcutta.

99. The Secretary to Government, Travancore-Cochin Government, Public works and Communications Department (Harbour Section), Trivandrum.

100. The Secretary to Government, Government of Orissa, Commerce and Labour Department, Cuttack.

101. Mr. Ranchod Bhai D. Desai, Retired Postal Staff, Mombasa.

102. Mr. Manilal D. Mehta, P. O. Box 111, Mombasa.

103. The Collector of Central Excise, Bombay.

104. The Secretary for External Affairs, Government of the Union of South Africa, Pretoria.

APPENDIX 3

LIST OF PERSONS WHO GAVE ORAL EVIDENCE BEFORE THE COMMITTEE

1. Mr. Dawood Hajee Nassar, Representing the African Overseas Merchants Chamber and the Pilgrims Aid Society, Bombay.
2. Mr. M. B. Padwal, representing the Konkan Passenger Welfare Association, Bombay.
3. Messrs. Devji Rattansey, Devraj Tayya, Vallabhdas Peraj. (Kutchee Passengers.)
4. Messrs. K. P. Shah & S. L. Sondhi, representing the Scindia Steam Navigation Co., Ltd., Bombay.
5. Messrs. H. M. Desai and M. J. Buch representing the Bombay Steam Navigation Co., Ltd., The Indian Co-operative Navigation & Trading Co., Ltd. and The Ratnagar Steam Navigation Co., Ltd., Bombay.
6. Mr. M. A. Master, B.A., LL.B.
7. Capt. T. R. Dow, representing the Mogul Line Ltd., Bombay.
8. Mr. H. S. Singh.
9. Mr. Haridev Sugrive.
10. Mr. M. D. Joshi, President, Ratnagiri District Congress Committee, Ratnagiri.
11. Capt. A. Jack and Capt I. Maclean, representing Asiatic Steam Navigation Co., Ltd., Calcutta.
12. Capt. Chalmers and Mr. B. F. Kearsey, representing the Bank Line Ltd., Calcutta.
13. Messrs. N. D. Booker and F. T. Smith representing Indo-China Steam Navigation Co., Ltd., Calcutta.
14. Mr. J. M. Majumdar, Traffic Manager, the Port Commissioners Calcutta.
15. Mr. A. H. Ford, Capt. H. C. Martin and Mr. R. B. Adams, representing the British India Steam Navigation Co., Ltd., Calcutta.
16. Dr. Amarendra Saha, Calcutta.
17. Messrs. S. K. Deb and A. B. Bhaduri, representing the Chandbali Steamship Co., Ltd., Calcutta.
18. Lt. Commdr. G. Harries, Nautical Surveyor, Calcutta.
19. Mr. D. C. Mukherjee, Protector of Emigrants, Calcutta.
20. Mr. P. R. Dutt, Port Health Officer, Calcutta.
21. Mr. A. C. Hopper, Ship Surveyor, Calcutta.
22. Mr. Madhusudan Mahapatra, M.L.A., Berhampore, Ganjam Dt.
23. Mr. M. S. Venkataraman, B.A., Chairman, Port Trust, Madras.
24. Mr. A. B. Louis, representing Indo-Service Co., Madras.
25. Mr. M. M. R. D'Cruz, Madras.
26. Mr. S. M. Fossil, Mr. O. S. Sathak Thamby Maricar, Mr. T. K. Swaminathan, representing the Steamer Passengers' Association, Madras.
27. Mr. J. M. Balfour, Presidency Port Officer, Madras.
28. Mr. K. Kodandapani Pillai, Controller of Emigration, Madras.
29. Dr. N. S. S. Narayanan, Port Health Officer, Madras.
30. Mr. R. Thandapani Chettiar and others, representing Nagapattinam Chamber of Commerce.

APPENDIX 4

BRITISH INDIA STEAM NAVIGATION CO., LTD., CALCUTTA.

1. Name of Ships . .	BAMORA	BANDRA	BABALA	BARPETA	DARA	DUMRA	DWARKA	KAMPALA	KARANJA
2. Year of build . .	1914	1914	1912	1914	1948	1948	1947	1947	1948
3. Net tonnage . .	1870	1893	1909	1892	2766	2669	2672	5911	5898
4. Passenger capacity & number of crew according to Indian Certificate current on 1-1-50 or later Certificate:									
First Class . .	12	Burns Certificate only	12	12	20	20	20	60	60
Second Class . .	21		28	21	54	30	30	180	180
Inter Class . .	..		..	..	..	..	..	68	75
Deck . .	84		624	901	1186	1264	1262	1259	1322
(Foul Season less than 120 hours. All decks in use)									
Crew . .	107		101	104	130	131	127	223	229
TOTAL . .	954		768	1038	1370	1449	1439	1790	1866
5. Number of persons for whom accommodation is available in life-boats.	396	300	380	394	923	923	923	1920	1912
6. Trade in which employed.	Persian Gulf	Tenasserim Coast	Persian Gulf	Persian Gulf	Persian Gulf	Persian Gulf	Persian Gulf	India/ East Africa	India/East & South Africa
7. Cargo capacity when full complement of passengers is carried.	102620	102620	102620	102620	117250	117250	117250	227515	227515
8. Nature of usual cargo	General Cargo	General	General Cargo	General Cargo	General & Refrigerated Cargo	General & Refrigerated Cargo	General & Refrigerated Cargo	General & Refrigerated Cargo	General & Refrigerated Cargo
1. Name of Ships . .	KHANDALLA	KILWA	RAJULA	SANGOLA	SHIRALA	SIRDHANA	TAIREA	VARILA	VASNA
2. Year of build . .	1923	1921	1926	1947	1925	1947	1924	1914	1917
3. Net tonnage . .	3289	1545	4702	5063	4872	5057	3756	1926	2026
4. Passenger capacity & number of crew according to Indian Certificate current on 1-1-50 or later Certificate.									
First Class . .	..	11	45	21	30	21	59	82	29
Second Class . .	152	..	93	30	30	30	74	24	27
Inter Class . .	..	18	44	40	..	40	..	..	..
Deck (Foul Season less than 120 hours. All decks in use.)	895	220	2872	2025	1860	2031	2153	888	1223
Crew . .	203	79	202	172	195	182	192	158	140
TOTAL . .	1250	328	3266	2288	2115	2304	2478	1097	1419
5. Number of persons for whom accommodation is available in life-boats.	585	263	1010	1232	694	1232	710	495	446
6. Trade in which employed.	India/East Africa	Tenasserim Coast	Madras/ Straits	Calcutta/ Straits/ Far East	Straits/Far East	Calcutta/ Straits/ Far East	Calcutta/ Straits/ Far East	Bay Bengal	Persian Gulf
7. Cargo Capacity when full complement of passengers is carried.	153810	124630	218050	245900	194400	245900	193050	105200	128780
8. Nature of usual cargo.	General Cargo	General	General	General	General	General	General	General	General & Refrigerated Cargo

APPENDIX 4—(contd.)
THE MOGUL LINE LTD., BOMBAY

Name of Ship*	Year of build	Net Tonnage	Passenger capacity and number of crew according to Indian Certificate current on 1-1-50 or later						Number of persons for whom accommodation is available in Life-boats	Trade in which employed	Cargo capacity when full complement of passengers is carried	Nature of usual cargo	
			1st Class	2nd Class	3rd Class	Deck Class	Inter Class	Crew					
1	2	3	4						5	6	7	8	
“JEHANGIR”	1924	2157	18	Nil	Nil	852	127	997	362	Gulf of Aden and Red Sea Ports from Bombay and Mau-ritius from Bombay.	175,000, cubic ft. or 3265 T.D.W.		
“ALAVI”	1924	2161	18	Nil	Nil	852	127	987	362		175,000 cubic ft. or 3265 T. D. W.		
“AKBAR”	1924	2441	22	Nil	Nil	693	143	858	362		231,900 cubic ft. or 4260 T. D. W.		
“KHOSROU”	1924	2441	22	Nil	Nil	693	142	857	364		231,900 C. Ft. or 4260 T. D. W.		
“RIZWANI”	1930	3229	34	Nil	Nil	658	152	744	510		318,000 C. Ft. or 5760 T. D. W.		
“ISLAMI”	1934	3617	100	Nil	Nil	402	163	665	665		371,900 C. Ft. or 6000 T. D. W.		
“MOHAMMEDI”	1947	4003	62	Nil	Nil	1944	164	2170	1080		217,000 C. Ft. or 4960 T. D. W.		
“MOZAFFARI”	1948	3994	62	Nil	Nil	1945	165	2172	1080		217,000 C. Ft. or 4960 T. D. W.		
SCINDIA STEAM NAVIGATION COMPANY LTD., BOMBAY.													
JALADURGA	1910	2162	14	32	..	*2824	168	3038	632	Short International voyage, Class IV of the I. M. S. L. S. A. Rules.	1939 tons		
JALAGOPAL	1911	2535	21	89	..	*1687	143	1940	515		1800 tons		
ENGLESTAN	1910	2966	26	26	..	*1591 *(Under 72 Hrs. Class IV)	148	1781	609		3235 tons		
KUTUBTARI	1949	209	10	(Class VIII Ordinary)	28	497	64		100 tons		
											Rice, Paddy, Betel leaves.		

APPENDIX 4—(contd.)
The BOMBAY STEAM NAVIGATION COMPANY LTD., The INDIAN CO-OPERATIVE NAVIGATION AND TRADING COMPANY LTD., The RATNAGAR STEAM NAVIGATION COMPANY LTD.

Name of Ship	Year of build	Net Tonnage	Passenger capacity and number of crew according to Indian Certificate on 1-1-50 or later certificate.			Crew	Deck	Indian	Number of persons for whom accommodation is available in life-boats	Trade in which employed	Cargo capacity when full complement of passengers is carried	Nature of usual cargo	General Merchandise
			1st Class	2nd Class	Inter Class								
T. S. SARASVATI	1949	1616.86	16	24	..	1,200	76	1316	385	Home Trade Limits	3265		
T. S. S. SABARMATI	1949	1616.86	16	24	..	1,200	76	1316	385	Do.	3265		
M. V. SONAVATI	1936	968.18	12	..	..	900	45	957	200	Do.	1650		
S. S. BHADRAVATI	1932	694.99	8	..	..	894	43	945	161	Do.	1500		
S. S. KALAVATI	1928	676.5	8	..	..	789	46	843	165	Do.	1375		
S. S. NETRAVATI	1909	698.69	12	..	..	630	54	696	250	Do.	1800		
T. S. S. CHAMPAVATI	1949	533.8	15	..	..	919	47	981	126	Do.			
T. S. S. ROHIDAS	1949	533.8	15	..	..	919	47	981	126	Do.			
S. S. HIRAVATI	1930	245.57	8	..	..	1099	40	1147	82	Do.			
S. S. CHANDRAVATI	1933	204.75	8	..	..	1106	38	1152	104	Do.			
T. S. S. RATNAGIRI	1935	216.52	10	..	..	1176	44	1230	128	Do.			
M. V. S. T. ANTHONY	1936	169.0	8	..	..	550	37	595	87	Do.			
S. S. SAN F. XAVIER	1910	151.83	..	..	..	561	42	593	75	Do.			
S. S. LILAVATI	1911	123.23	..	..	..	605	40	645	57	Do.			
INDO-CHINA STEAM NAVIGATION COMPANY LTD., CALCUTTA													
“KUTSANG”	1922	3651.84	23	24	N <i>ii</i>	953	138	1138	499	Calcutta to Japan via Straits, Bangkok, Saigon, Hong Kong, Japan and also China Ports, when open.	257,437 cu. ft.		
“ESANG”	1934	2001.35	18	64	N <i>ii</i>	524	115	721	364	Do.	140,080 cu. ft.		
“WOSANG”	1934	2001.35	18	64	N <i>ii</i>	527	115	724	365	Do.	140,080 cu. ft.		
“LOKSANG”	1946	1851.47	6	N <i>ii</i>	200	91	297	299	165,586 cu. ft.	Calcutta, Colombo to East & South Africa.	166,586 cu. ft.		
“TAKSANG”	1946	1851.47	6	N <i>ii</i>	200	91	297	298	Do.	306,260 cu. ft.	356,250 cu. ft.		
“TIPINGO”	1934	4311.63	46	14	..	190	100	350	571	Do.	General.		
“INCHANGA”	1934	4311.63	46	12	..	420	100	578	578	Do.	General.		
THE BANK LINE (INDIA) LTD., CALCUTTA													
From Calcutta :													
Gummes, Jute, Tee, Ghee, Shellac, Rape-seed Cale, Ghee, etc.													
To Calcutta :													
Japan, General Betelnut, Sichuan, Coconut oil, etc.													

(According to present Passenger Certificate)

APPENDIX 4—(contd.)
ASIATIC STEAM NAVIGATION CO., LTD.
(Passenger capacity etc.)

1. Name of ship.....S. S. "Maharaja"
 2. Year of Build.....1927
 3. Net tonnage.....1716

4. PASSENGER CAPACITY AND NUMBER OF CREW.—

Short voyages less than 120 hours :

	Less than 72 hours	More than 72 hours	Foul season	Long voyages
Passengers 1st Class	22	22	22	22
Passengers 2nd class	19	19	19	19
Passengers 3rd class	12	12	12	12
Passengers unberthed without diet	1304	1157	1041	839
Crew	102	102	102	102

At present limited by floatation 1459 1312 1196 994

Capacity provided to 996 996 996 996

At present further limited by number of life-jackets
on board to 780 780 780 780

5. Number of persons for whom accommodation is available in life-boats.

Life boat accommodation is provided for 512 passengers.

6. Trade in which employed

Calcutta, Madras, Andamans, Nicobar Islands on Andamans Govt. charter.

7. Cargo capacity when full complement of passengers is carried.

Carrying capacity with full complement of passengers 2957 tons including bunkers, fresh water and stores.

8. Nature of usual cargo

Govt. stores and traders merchandise from Calcutta or Madras and Forestry timber with Islands produce on return.



APPENDIX 4—(contd.)
SOUTH INDIAN RAILWA

SOUTHERN INDIAN RAILWAY

Name of Ships	Year of build	Net Tonnage	Passenger capacity and number of crew according to Indian Certificate current on 1-1-50 or later certificate										Cargo capacity when full complement of passengers is carried	Nature of usual cargo	
			Saloon		Deck Upper		Deck Promenade		Crew		Total			Trade in which employed	Nature of usual cargo
			Fair	Foul	Fair	Foul	Fair	Foul	Fair	Foul	6	7	8		
1	2	3									4	5	6	7	8
T. S. IRWIN	1929	377.39	34	34	823	548	711	474	440	1608	1096	151	176	192	Dried fish, onions, piecegoods and other merchandise.
T. S. GOSCHEN	1929	377.39	36	36	844	563	713	475	44	1637	1118	151	176	192	App. 230 tons
														App. 230 tons	Dried fish, onions, piecegoods and other merchandise.

*Since altered as 44.



SWADESHI STEAMSHIP COMPANY LTD., TURCORIN

Name of Vessel	Year of build	Net Tonnage	Passenger capacity and number of crew according to Indian Certificate current on 1-1-50				Number of persons for whom accommodation is available in life boats	Cargo capacity when full complement of passengers is carried	Nature of usual cargo
			Cabin Class	Second Class	Inter Class	Deck			
S.S. 'V. O. CHIDAMBARAM'	1941	430.44	4	26	..	..	80	39	165 98 persons 8 Life buoys, jackets, 8 certificated life boatmen.
1	2	3				4	6	7	8 Onions, chil- lies, dried fish, Pieccgoods, tea, etc.

98 persons	60 persons	Tricorin/ Colombo Service.
8 Life buoy,	170 Life jackets, 8 certificated life boatmen.	About 120 tons.

APPENDIX—5

FARES CHARGED ON UNBERTHED PASSENGER SHIPS.
BRITISH INDIA STEAM NAVIGATION COMPANY LIMITED

Routes		1st January 1939						1st January 1950					
From	To	First Class	Second Class	Inter Class	Deck with food	Deck without food	First Class	Second Class	Inter Class	Deck with food	Deck without food		
		Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
BAY OF BENGAL SERVICE													
Calcutta	Chittagong	47 0	32 0	..	7 0	5 0	108 0	72 0	..	24 0	18 0		
	Akyab	74 0	50 0	..	12 0	9 0	148 0	100 0	..	28 0	21 0		
	Rangoon	118 0	78 0	..	25 0	17 0	240 0	160 0	..	54 0	40 0		
Madras	Rangoon	132 0	85 0	..	20 0	16 0	308 0	206 0	..	68 0	50 0		
APCAR LINE													
Calcutta	Rangoon	118 0	68 0	..	17 0	14 0	240 0	160 0	..	102 0	54 0	40 0	
	Penang	215 0	165 0	..	37 0	31 0	430 0	330 0	..	227 0	105 0	78 0	
	Singapore	250 0	188 0	..	42 0	34 0	500 0	376 0	..	261 0	126 0	90 0	
	Hongkong	400 0	275 0	..	60 0	44 0	800 0	550 0	..	389 0	220 0	166 0	
	Shanghai	475 0	340 0	..	75 0	56 0	950 0	680 0	..	487 0	270 0	198 0	
	Kobe	525 0	360 0	..	100 0	75 0	1100 0	720 0	..	504 0	..	..
MADRAS-STRAITS SERVICE													
Madras	Penang	191 0	127 0	..	26 0	..	..	395 0	264 0	..	88 0	66 0	
	Singapore	210 0	140 0	..	32 0	..	..	490 0	327 0	..	109 0	82 0	
Bombay	BOMBAY-AFRICA SERVICE		161 0	97 0	66 2	68 0	500 0	280 0	..	155 0	115 0	100 0	
	Seychelles	238 0	230 0	109 0	81 8	67 0	655 0	400 0	..	200 0	140 0	115 0	
	Monrovia	375 0	245 0	117 0	89 3	72 0	720 0	440 0	..	225 0	160 0	130 0	
	Zanzibar	390 0	263 0	128 0	96 0	77 0	735 0	460 0	..	240 0	170 0	135 0	
	Dar-es-Salam	410 0	312 0	167 0	118 11	97 0	880 0	560 0	..	290 0	220 0	185 0	
	Mosambique	570 0	390 0	205 0	149 5	125 0	1000 0	645 0	..	340 0	235 0	195 0	
	Beira	600 0	420 0	205 0	161 3	125 0	1120 0	715 0	..	370 0	700 0	225 0	
	L. Marques	630 0	450 0	205 0	153 14	125 0	1200 0	765 0	..	400 0	300 0	250 0	

FARMS CHARGED ON UNBERTHED PASSENGER SHIPS—(contd.).
 BRITISH INDIA STEAM NAVIGATION COMPANY LIMITED—(contd.)

From	To	1st January 1939				1st January 1950			
		First Class	Second Class	Inter Class	Deck with food	First Class	Second Class	Inter Class	Deck with food
BOMBAY/PERSIAN GULF SERVICE									
Bombay	Karachi	Rs. A. 100 0	Rs. A. 63 0	Rs. A. 16 0	Rs. A. 13 0	Rs. A. 188 0	Rs. A. 118 0	Rs. A. ..	Rs. A. 34 8
	Pasni or Ormara	136 0	90 0	23 0	14 0	253 0	169 0	..	30 0
Gwadar		136 0	90 0	23 0	14 0	253 0	169 0	..	32 0
Charbar		150 0	100 0	27 0	14 0	281 0	188 0	..	49 0
Muscat		150 0	100 0	30 0	18 0	281 0	188 0	..	49 0
Jask		181 0	120 0	32 0	20 0	339 0	225 0	..	32 0
Bunder Abbas		195 0	130 0	35 0	20 0	366 0	244 0	..	56 0
Honjam		210 0	140 0	38 0	23 0	394 0	263 0	..	56 0
Lingah		210 0	140 0	38 0	23 0	394 0	263 0	..	60 0
Dubai and Sharjah		210 0	140 0	38 0	23 0	394 0	263 0	..	66 0
Bahrain		240 0	160 0	43 0	26 0	450 0	300 0	..	71 0
Bushire		283 0	189 0	53 0	23 0	531 0	354 0	..	71 0
Kowait		283 0	189 0	53 0	23 0	531 0	354 0	..	71 0
Bunder Shahpur & Kherenzahr		316 0	210 0	62 0	39 0	553 0	366 0	..	81 0
Barce		316 0	210 0	62 0	39 0	553 0	366 0	..	82 0
									47 0
									99 0
									62 0
									99 0
									116 0
									116 0
									73 0

FARES CHARGED ON UNBRETHED PASSENGER SHIPS—*contd.*

The Bombay Steam Navigation Co., Ltd., The Indian Co-operative Nav. & Trdg. Co., Ltd. & The Ratnagar Steam Navigation Co., Ltd.
Fares on Bombay/Konkan Services

Route		1st January, 1935			1st January 1950		
From	To	Cabin Class (W/o Food)	Upper Class Deck (W/o Food)	Lower Class Deck (W/o Food)	Cabin Class (W/o Food)	Upper Class Deck (W/o Food)	Lower Class Deck (W/o Food)
1	2	3	4	5	6	7	8
		Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
Bombay	Janjira	4 2	2 1	1 5	11 4	5 10	3 12
	Shriwardhan	4 14	2 7	1 9	13 8	6 12	4 8
	Harseshwar	5 10	2 13	1 13	..	..	..
	Harnai	5 8	3 6	2 2	18 0	9 0	6 0
	Dabhol	5 12	3 12	2 6	18 0	9 0	6 0
	Gowalkote	..	4 2	2 12	..	9 12	6 8
	Palahet	7 0	3 14	2 8	20 4	10 2	6 12
	Boria	7 0	3 14	2 9	21 6	10 11	7 2
	Jaygad	7 0	3 14	2 9	22 8	11 4	7 8
	Sangameshwar	..	4 6	3 0	..	14 10	9 12
	Tiveri	8 0	4 2	2 10	22 8	11 4	7 8
	Ratnagiri	8 0	4 12	3 0	22 8	11 4	7 8
	Ranpar	..	..	..	24 12	12 6	8 4
	Purnagad	8 0	4 14	3 2	24 12	12 6	8 4
	Moosakazi	10 0	5 2	3 4	27 0	13 8	9 0
	Jaitapur	10 0	5 4	3 6	28 2	14 1	9 6
	Rajapur	..	5 6	3 8	..	14 10	9 12
	Vijaydurg	10 0	5 6	3 6	29 4	14 10	9 12
	Kharepatan	..	5 8	3 8	..	15 12	10 8
	Deogad	10 0	5 12	3 12	33 12	16 14	11 4
	Achra	11 0	6 2	4 4	36 0	18 0	12 0
	Melvan	11 8	6 2	4 4	36 0	18 0	12 0
	Vengurla	12 0	6 6	4 8	40 8	20 4	13 8
	Panjim	12 8	6 8	5 0	45 0	22 8	15 0

NOTE.—(1) In view of severe competition between the Companies operating on the Konkan Coast, uneconomic fares at levels much below the normal prewar level of fares which was in force from 1922 to 1935, were operative in the years 1936-37, 1937-38 and 1938-39. These competition fares were in force in January 1939 and a separate statement is attached showing these fares.

(2) Fares as in force in January 1950 on Konkan Services were subsequently reduced by 8½% as from 10th May, 1950. A separate statement showing these reduced fares is attached.

Fares on Cargo-cum-Passenger Services Operated by
The Bombay Steam Navigation Co., Ltd.

1	2	3	4	5	6	7	8
Bombay	Bhavnagar Line						
	Diu	15 0	7 0	5 0	45 0	22 8	15 0
	Navabunder	15 0	7 0	5 0	45 0	22 8	15 0
	Jaffrabad	15 1	7 1	5 1	45 0	22 8	15 0
	Mohuwa	15 0	7 0	5 0	45 0	22 8	15 0
Bombay	Bhavnagar	15 0	7 0	5 0	45 0	22 8	15 0
	Karachi Line						
	Veraval	23 0	9 12	6 8	48 0	24 0	16 0
	Mangrol	23 0	10 2	6 12	48 0	24 0	16 0
	Porbandar	24 0	10 8	5 0	51 0	25 8	17 0
	Okha	27 0	13 8	8 0	54 0	27 0	18 0
	C. Mandvi	30 0	12 12	9 4	55 0	28 0	19 0
	Karachi	25 0	15 0	13 0	90 0	45 0	30 0
	Jamnagar	30 8	12 8	9 0	60 0	30 0	20 0
	Kundla	30 0	12 0	8 8	60 0	30 0	20 0
	Navlakhi	30 0	12 0	8 8	60 0	30 0	20 0

TABLES CHARGED ON UNBURDENED PASSENGER SHIPS—(contd.)

Fares on Cargo-cum-Passenger Services operated by the Bombay Steam Navigation Co., Ltd.—contd.

1	2	3	4	5	6	7	8
<i>Mangalore Line</i>							
Bombay	Mormugao	18 0	6 12	5 4	45 0	22 8	15 0*
	Karwar	22 0	8 4	6 4	51 12	25 14	17 4*
	Tadri	22 0	8 8	6 8	54 0	27 0	18 0*
	Kumta	23 0	8 12	6 12	54 0	27 0	18 0*
	Bhatkal	25 0	10 0	8 0	67 8	33 12	22 8*
	Coondapur	25 0	10 8	8 8	72 0	36 0	24 0*
	Malpe	25 0	11 0	9 0	76 8	38 4	25 8*
	Mangalore	28 0	11 8	9 8	81 0	40 8	27 0*
<i>Cochin Line</i>							
Bombay	Cochin	35 0	22 12	13 0	105 0	52 8	35 0 (Direct Cochin Line)

*Fares on the Mangalore Line Ports were reduced from 19th February, 1950. Separate statement showing the revised fares is attached.



The Bombay Steam Navigation Co., Ltd., The Indian Co-op. Nav. & Trdg. Co., Ltd., The Ratnagari Steam Navigation Co., Ltd.

Fares on Bombay/Konkan Services in 1938-39

From	Route	Year 1938-39		
		Cabin Class (W/o food)	Upper Class Deck (W/o food)	Lower Class Deck (W/o food)
		Rs. ▲	Rs. ▲	Rs. ▲
Bombay	Janjira	4 2	2 1	1 4
	Shriwardham	4 14	2 7	1 8
	Hareshwar	5 10	2 18	1 12
	Harnai	5 8	3 6	2 0
	Dabhol	5 12	3 12	2 4
	Gowalkote	..	4 2	2 10
	Palset	7 0	2 8	1 8
	Bovia	7 0	2 8	1 8
	Jaygad	7 0	2 8	1 8
	Sangameshwar	..	2 0	1 4
	Tiveri	8 0	2 8	1 8

FARES CHARGED ON UNBERTHEED PASSENGER SHIPS—(contd.)

The Bombay Steam Navigation Co., Ltd.; The Indian Co-op. Navigation & Tradg. Co. Ltd., The Ratnagar Steam Navigation Co., Ltd.

Fares on Bombay Konkan Services in 1938-39—(contd.)

From	To	Year 1938-39		
		Cabin Class (W/o food)	Upper class deck (W/o food)	Lower Class Deck (W/o food)
Bombay—(contd.)	Ratnagiri	6 0	2 6	1 6
	Ranpar	8 0	2 8	1 8
	Purnagad	8 0	2 8	1 8
	Moosakani	7 0	2 9	1 9
	Jaitapur	7 0	2 10	1 9
	Rajapurj	7 8	2 11	1 10
	Vijaydurg	7 8	2 11	1 9
	Kharepatan	7 8	2 12	1 10
	Dew-gad	7 12	2 14	1 11
	Achra	8 8	3 1	1 15
	Malwan	8 8	3 1	1 15
	Vengurla	9 0	3 3	2 1
	Panjim	10 0	3 4	2 4

The Bombay Steam Navigation Co., Ltd.; The Indian Co-op. Navigation & Trading Co. Ltd., The Ratnagar Steam Navigation Co., Ltd.

Fares on Bombay/Konkan Services effective from 10th May 1950.

From	To	10th May, 1950		
		Cabin Class (W/o food)	Upper Class deck (W/o food)	Lower Class deck (W/o food)
Bombay	Janjira	Rs. A. 10 8	Rs. A. 5 4	Rs. A. 3 8
	Shriwardhan	12 6	6 3	4 2
	Harnai	16 8	8 4	5 8
	Dabhol	16 8	8 4	5 8
	Gowalkote	...	9 0	6 0
	Palshet	18 12	9 6	6 4
	Boria	19 8	9 12	6 8
	Jaygad	20 10	10 6	6 14
	Sangameshwar	...	13 7	8 15
	Tiveri	20 10	10 5	6 14
	Ratnagiri	20 10	10 5	6 14
	Ranpar	22 14	11 7	7 10
	Purnagad	22 14	11 7	7 10
	Moosakani	24 12	12 6	8 4
	Jaitapur	26 14	12 15	8 10
	Rajapur	...	13 8	9 0
	Vijaydurg	27 0	13 8	9 0
	Kharepatan	...	14 7	9 10
	Dewgad	31 2	15 9	10 6
	Achra	33 0	16 8	11 0
	Malwan	33 0	16 8	11 0
	Vengurla	37 2	18 9	12 6
	Panjim	41 4	20 10	13 1

FARES CHARGED ON UNBEETHED PASSENGER SHIPS—(contd.)

The Bombay Steam Navigation Company, Ltd.

Fares for T.S.S. "SABARMATI" on Mangalore Line (In force from 19th February, 1950)

Route		From 19th February, 1950					
From	To	First Class		Second Class		Deck	
		With Food	W/o Food	With Food	W/o Food	W/o Food	
Bombay . . .	<i>Mangalore Line</i>	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.	Rs. A.
	Mormugao . . .	75 0	62 0	55 0	45 0	15 0	
	Karwar . . .	88 8	69 0	57 12	46 8	15 8	
	Tadri . . .	94 8	72 0	63 0	48 0	16 0	
	Kumta . . .	94 8	72 0	63 0	48 0	16 0	
	Bhatkal . . .	103 8	81 0	69 0	54 0	18 0	
	Malpe* . . .	117 0	92 0	76 8	61 8	20 8	
	Mangalore* . . .	123 0	98 0	80 8	65 8	21 12	

*Inclusive of Toll Tax to and from Malpe @ Rs. 0-2-6 per passenger and Half Rate for Children; and inclusive of Toll Tax to and from Mangalore @ Rs. 1/- per passenger and Half Rate for Children.



FARES CHARGED ON UNDERTHE PASSENGER SHIPS—(contd.)
The Mogul Line Ltd.

From	To	1st January, 1939.				1st January, 1950.			
		First Class With food	First Class Without food	Second Class With food	Second Class Without food	First Class With food	First Class Without food	Second Class With food	Second Class Without food
Bombay (or Karachi)	Sheher	325	250	250	250	120	90	363	313
	Macala	·	·	325	250	120	90	303	313
	Aden	·	·	300	225	95	75	374	384
	Berbera	·	·	325	250	120	9	303	313
	Djibouti	·	·	325	250	120	90	363	313
	Messawa	·	·	375	300	150	110	435	376
	Port Sudan	·	·	375	300	150	110	486	376
	Jedda	·	·	448	368	138	108	621/8	534
	Suez	·	·	·	·	Service not in operation in 1939.			
						120	100	600	450
Bombay (or Karachi)	Port Louis, Mauritius	·	·	400	300	120	10	410	400

Fares in reverse direction are in each case same except Suez to Bombay.

£ 45 £ 20

Deck with food

Deck without food

STATES CHARGED ON UNBRANDED PASSENGER SHIPS—(contd.).

The Standard Steam Navigation Company, Ltd.

Routes	1st January, 1950								1st January, 1950							
	I Class				II Class				Deck				I Class			
	With Diet	Without Diet	With Diet	Without Diet	With Diet	Without Diet	With Diet	Without Diet	With Diet	Without Diet	With Diet	Without Diet	With Diet	Without Diet	With Diet	Without Diet
Vizag/Rangoon	94	80	63	56	14	256	228	170	142	44						
Rangoon/Akyab	66	54	44	36	10	148	121	98	81	24						
Rangoon/Chittagong	79	65	53	42	14	188	166	126	106	31						
Akyab/Chittagong	35	30	33	20	5	70	60	46	40	18						

These services were replaced by a Service between Calcutta-Chittagong-Akyab-Rangoon-Madras as from 2-2-50.



Indo-China Steam Navigation Company, Ltd.

FARES CHARGED ON UNREFINED PASSENGER SHIPS—(contd.)

Asiatic Steam Navigation Co., Ltd.

Calcutta or Madras to Port Blair and vice versa.

		1939	1950	assessed by Government.
		Rs.	Rs.	
Without diet				
	1st Class	56 0 0	110 0 0	
	2nd Class	33 0 0	66 0 0	
	3rd Class	15 0 0	30 0 0	
	Deck	10 0 0	20 0 0	
Diet Charges				
	1st Class	4 12 0	9 8 0	
	2nd Class	2 8 0	..	
	3rd Class	1 0 0	2 8 0	
	Deck	0 10 0	2 0 0	

South Indian Railway.

Routes		1st January, 1939					1st January, 1950				
From	To	Class I	Class II	Inter Class	Deck with food	Deck without food*	Class I	Class II	Inter Class	Deck with food	Deck without food*
Daily Kanakkodi Pier	Service Talaimannar Pier	Rs. Cts.	Nil	Nil	Nil	Rs. Cts.	Rs. cts.	Nil	Nil	Nil	Rs. Cts.
		4 00	..	..	..	1 44	9 09	..	..	..	1 94

*Third Class Fare.

Note.—Only two classes of accommodation, viz., First and Third class are provided over the Ferry Service.

Swadeshi Steamship Company, Ltd.

Routes		1st January, 1939*					1st January, 1950.					
From	To	First class	Second class	Inter class	Deck with food	Deck without food	Cabin class with Food	Cabin class without Food	Second class with food	Second class without Food	Inter class	Deck without food
Tuticorin	Colombo	Rs. 19 with food	Rs. 11-8-0 with food	..	..	Rs.	Rs.	Rs.	Rs.	Rs.	..	Rs. 8/4
		Rs. 16 without food	Rs. 10 without food			3	38	35	27	25		

*The British India Steam Navigation Company Ltd. maintained the service in 1939.

FARES CHARGED ON UNBERTHED PASSENGER SHIPS—(contd.)

The Bank Line Ltd.

INDIA-SOUTH AFRICA—FIRST CLASS

Subject to alteration at any time without notice.

ALL RATES QUOTED IN STERLING

GRADE	RANGOON	CALCUTTA	VIZAGAPATAM AND COCONADA	MADRAS	
A . .	26 0 0	17 6 6	18 0 0	8 13 0	
B . .	22 0 0	14 13 0	10 13 0	7 6 6	
C . .	20 0 0	13 6 6	10 0 0	6 13 0	COLOMBO
A . .	72 3 0	60 9 0	56 11 0	58 12 6	48 15 0
B . .	61 5 0	51 3 0	47 17 0	45 7 6	41 5 0
C . .	55 10 0	46 10 0	43 10 0	41 5 0	MOMBASA
A . .	74 2 0	62 8 0	58 10 0	56 1 0	51 4 0
B . .	62 14 0	52 16 0	49 10 0	47 9 0	43 6 0
C . .	57 0 0	48 0 0	45 0 0	43 2 6	ZANZIBAR
A . .	76 1 0	64 7 0	61 18 0	59 9 6	54 12 0
B . .	64 7 0	54 9 0	52 8 0	50 6 6	46 4 0
C . .	58 10 0	49 10 0	47 12 6	45 15 0	DAR ES SALAAM
A . .	85 16 0	74 2 0	70 4 0	66 6 0	60 9 0
B . .	72 12 0	62 14 0	59 8 0	56 2 0	51 3 0
C . .	66 0 0	57 0 0	54 0 0	51 0 0	MOZAMBIQUE
A . .	89 14 0	78 0 0	74 2 0	70 4 0	64 7 0
B . .	75 18 0	66 0 0	62 14 0	59 8 0	54 9 0
C . .	69 0 0	60 0 0	57 0 0	54 0 0	LORENCO MARQUES
A . .	93 12 0	81 18 0	78 0 0	74 2 0	68 5 0
B . .	79 4 0	69 6 0	66 0 0	62 14 0	57 15 0
C . .	72 0 0	63 0 0	60 0 0	57 0 0	DURBAR
A . .	97 10 0	85 16 0	81 18 0	78 0 0	72 3 0
B . .	82 10 0	72 12 0	69 6 0	66 0 0	EAST LONDON
C . .	76 0 0	66 0 0	63 0 0	60 0 0	61 1 0
A . .	101 8 0	89 14 0	85 16 0	81 18 0	55 10 0
B . .	85 16 0	75 18 0	72 12 0	69 6 0	64 7 0
C . .	78 0 0	69 0 0	66 0 0	63 0 0	58 10 0
A . .	103 7 0	91 13 0	87 15 0	82 17 0	78 0 0
B . .	87 9 0	77 11 0	74 5 0	70 19 0	PORT ELIZABETH
C . .	79 10 0	70 10 0	67 10 0	64 10 0	66 0 0
A . .	105 6 0	93 12 0	89 14 0	85 16 0	60 0 0
B . .	89 2 0	79 4 0	75 18 0	72 12 0	55 10 0
C . .	81 0 0	72 0 0	69 0 0	66 0 0	Mossel Bay
A . .	107 5 0	95 11 0	91 12 0	87 15 0	61 10 0
B . .	90 15 0	80 17 0	77 11 0	74 5 0	58 10 0
C . .	82 10 0	73 10 0	70 10 0	67 10 0	53 0 0
					CAPM TOWN

FARES CHARGED ON UNBEETHEED PASSENGER SHIPS—(cont'd.)

The Bank Line Ltd.

BRIAN S. HARRIS, SCOTT A. MCDONALD, AND JEFFREY C. OSS

EAST AND SOUTH AFRICAN COASTAL-FLINT CLASS

Subject to alteration at any time without notice.

ALL RATES QUOTED IN STERLING

FARES CHARGED ON UNBEETHEED PASSENGER SHIPS—(cont'd.)

The Bank Line Ltd.

BRIAN S. HARRIS, SCOTT A. MCDONALD, AND JEFFREY C. OSS

EAST AND SOUTH AFRICAN COASTAL-FLINT CLASS

Subject to alteration at any time without notice.

ALL RATES QUOTED IN STERLING

FARES CHARGED ON UNBETHELD PASSENGER—SHIPS (*contd*)
The Bank Line Ltd.

SPECIAL HOLIDAY CRUISES

TO

MOMBASA—DURBAN—CAPEPORTS
 FIRST CLASS FARES

Subject to alteration at any time without notice.

ALL RATES QUOTED IN STERLING

GRADE	RANGOON	CALCUTTA	MADRAS	COLOMBO
A	102 7 6	82 17 6	73 2 6	63 7 6
B	86 12 6	70 2 6	61 17 6	63 12 6
C	78 15 0	63 15 0	56 5 0	48 15 0
A	146 5 Q	126 15 0	117 0 0	107 5 0
B	123 16 0	107 5 0	99 0 0	90 15 0
C.	112 10 0	97 10 0	90 0 0	82 10 0
A	165 15 0	146 5 0	136 10 0	126 15 0
B	140 5 0	123 16 0	116 10 0	107 5 0
C	127 10 0	112 10 0	105 0 0	97 10 0

STIPULATIONS REGULATING EXCURSIONS.

Break of journey at intermediate ports is not allowed.

No concessions of any nature are allowed off Excursion Fares.

The Return Journey must be commenced within four months of the date of Embarkation.

Excursion passengers booked through to and from Rangoon may be required to live ashore at Calcutta where Hotel accommodation will be provided by the Company.

These conditions are subject to revision or cancellation without notice.

Passengers are strongly advised to secure their return accommodation in advance.



MOMBASA or ZANZIBAR
 DURBAN

CAPETOWN
 (E. Lond/Cape Town)

FARES CHARGED ON UNBERTHED PASSENGER SHIPS—(cont'd.)

The Bank Line Ltd

INTERMEDIATE FABRIC

Subject to alteration at any time without notice.

ALL RATES QUOTED IN STERLING

These rates apply to Asiatics.

ALL RATES QUOTED IN STERLING

These rates apply to Asiatics.

	RANGOON	CALCUTTA	MADRAS	
With Food	11 6 6	7 0 0	4 0 0	
W/o Food	9 0 0	5 13 0	3 6 6	COLOMBO
With Food	24 0 0	21 15 0	19 10 0	17 5 0
W/o Food	18 15 0	16 17 6	15 0 0	12 15 0
With Food	25 2 6	22 17 6	20 12 6	18 7 6
W/o Food	19 17 6	18 0 0	16 2 6	13 17 6
With Food	26 5 0	24 0 0	21 15 0	19 10 0
W/o Food	21 0 0	19 2 6	17 5 0	15 0 0
With Food	27 15 0	25 10 0	23 5 0	21 0 0
W/o Food	22 10 0	20 12 6	18 15 0	16 10 0
With Food	29 5 0	27 9 0	24 15 0	22 10 0
W/o Food	23 5 0	21 7 6	19 10 0	17 5 0
With Food	30 15 0	28 10 0	26 5 0	24 0 0
W/o Food	24 15 0	22 17 6	21 0 0	18 15 0
With Food	31 10 0	29 5 0	27 0 0	24 15 0
W/o Food	25 2 6	23 5 0	21 7 6	19 2 6
With Food	32 12 6	30 7 6	28 2 6	25 17 6
W/o Food	26 5 0	24 7 6	22 10 0	20 5 0
With Food	33 15 0	31 10 0	29 5 0	27 0 0
W/o Food	27 7 6	24 10 0	23 12 6	21 7 6
With Food	34 17 6	32 12 6	30 7 6	28 2 6
W/o Food	28 10 0	26 12 6	24 15 0	22 10 0
With Food	36 0 0	33 15 0	31 10 0	29 5 0
W/o Food	29 12 6	27 15 0	25 17 6	23 12 6
				PORT ELIZABETH
				MOSSEL BAY
				CAPETOWN

FARES CHARGED ON UNBERTHED PASSENGER SHIPS—(contd.)

The Bank Line Ltd.

DECK FARES.

Subject to alteration at any time without notice.

		RANGOON	CALCUTTA	MADRAS	
		5 0 0	4 0 0	3 0 0	
With Food	W/o Food	13 6 3	11 16 3	10 10 0	9 7 6
With Food	W/o Food	10 19 0	9 15 0	9 0 0	8 5 0
With Food	W/o Food	13 13 9	12 3 9	10 17 6	9 15 0
With Food	W/o Food	10 17 6	0 2 6	9 7 6	8 12 6
With Food	W/o Food	13 13 9	12 3 9	10 17 6	9 15 0
With Food	W/o Food	10 17 6	10 2 6	9 7 6	8 12 6
With Food	W/o Food	15 13 9	15 3 9	13 17 6	12 15 0
With Food	W/o Food	11 5 0	10 10 0	9 15 0	9 0 0
With Food	W/o Food	17 1 3	15 11 3	14 5 0	13 2 6
With Food	W/o Food	11 8 9	10 13 9	9 18 9	9 3 9
With Food	W/o Food	17 8 9	15 18 9	14 12 6	13 10 0
With Food	W/o Food	11 12 6	10 17 6	10 2 6	9 7 6
With Food	W/o Food	17 16 3	16 6 3	15 0 0	13 17 6
With Food	W/o Food	11 16 3	11 1 3	10 6 3	9 11 3
With Food	W/o Food	19 6 3	17 16 3	16 10 0	15 7 6
With Food	W/o Food	12 18 9	12 3 9	11 8 9	10 13 9
With Food	W/o Food	20 16 3	19 6 3	18 0 0	16 17 6
With Food	W/o Food	14 1 3	13 6 3	12 11 3	11 16 3
With Food	W/o Food	22 6 3	20 16 3	19 10 0	18 7 6
With Food	W/o Food	15 3 9	14 8 7	13 13 9	12 18 9
With Food	W/o Food	22 17 6	21 7 6	20 1 3	18 18 9
		16 6 3	15 11 3	14 16 3	14 1 3
ALL RATES QUOTED IN STERLING					
DAR ES SALAAM					
COLOMBO					
MOMBASA					
ZANZIBAR					
DAR ES SALAAM					
MOZAMBIQUE					
BEIRA					
LORENCO MARQUES					
DURBAN					
EAST LONDON					
ELIZABETH PORT					
MOSEL BAY					
CAPE TOWN					

These rates apply to Asiatics

APPENDIX 7

Statement showing the number of unberthed and Cabin passengers for which each ship is certified and the space available for the two classes of passengers.

No.	Name of Ship	No. of Deck passengers	Space available for deck passengers in sq. ft.	No. of cabin passengers	Space available for cabin passengers in sq. ft.
1	Bamora	814	13144	33	6660
2	Bandra	716	10515	33	3895
3	Barala	624	7406	40	6660
4	Barpeta	901	14166	33	6660
5	Dara	1166	14246	74	15140
6	Dumra	1268	15309	50	12350
7	Dwarka	1262	15309	50	12350
8	Kampala	1576	25173	308	42040
9	Karanja	1322	23733	315	42840
10	Khandalla	895	13807	152	16850
11	Kilwa	220	8158	29	2500
12	Rajula	12872	33897	182	7593
13	Sangola	2025	27045	91	5600
14	Sirdhana	2031	27177	91	5600
15	Shirala	1860	26098	60	6408
16	Tairea	2153	25551	133	9861
17	Varela	883	11858	56	6900
18	Vasna	1223	17473	56	8460
19	Maharaja				
	(a) Fair season less than 72 hrs.	1304			
	(b) Fair season more than 72 hrs.	1157			
	(c) Foul season	1041			
	(d) Long voyages	839			
			10438	53	4432
20	Isipingo	190	9544	60	9754
21	Inchanga	420	9544	58	9754
22	V. O. Chidambaram	96	766	30	Information not available
23	T. S. Irwin				
	Fair season	1534			
	Foul season	1022			
			9208	34	413
24	T. S. Goschen				
	Fair season	1557			
	Foul season	1038			
			9350	36	441
25	Sarasvati	1200	12864	40	5803.25
26	Sabarmati	1200	12864	40	5803.25
27	Sonavati	900	9328	12	1293.50
28	Bhadrapati	894	9402	8	967.25
29	Kalavati	789	8646	8	1095.00
30	Netravati	630	7640	12	1200.00
31	Champavati	919	7999	15	1839.00
32	Rohidas	919	7999	15	1839.00
33	Hiravati	1099	8846	8	961.25
34	Chandrapati	1106	8810	8	915
35	Ratnagiri	1178	8831	10	1246.00
36	St. Anthony	550	6828	8	976.25
37	San F. Xavier	551	5063.5	..	..
38	Lilavati	605	5238	..	..
39	Jaladurga	2824	29983	46	3985

APPENDIX 7—*contd.*

No.	Name of Ship	No. of Deck passengers	Space available for deck passengers in sq. ft.	No. of cabin passengers	Space available for cabin passengers in sq. ft.
40	Jalagopal	1687	18016	110	8235
41	Englestan	1591	20424	52	3498
42	Kutubtari	431 (Class VIII ordinary) 459 (,, Schedule I)	5173	10	683
43	Jehangir	852	22850	18	1424
44	Alavi	852	22850	18	1424
45	Akbar	693	29406	22	1732
46	Khosrou	693	29406	22	1732
47	Rizwani	558	32390	34	4472
48	Islami	402	34950	100	7120
49	Mohammedi	1944	37660	62	10460
50	Mozaffari	1945	37660	62	10460
51	Kuteang	953	19500	47	5850
52	Esang	524	8648	82	5390
53	Wosang	527	8648	82	5390
54	Lokaang	200	4170	6	1474
55	Taksang	200	4170	6	1474



APPENDIX 8

Summary of information collected by the Committee's investigators regarding the deck passengers travelling in the Bay of Bengal and on the Indo-African Route.

	Bombay/ Mombasa (S. S. Khan- dalla)	Mombasa/ Bombay (S. S. Khan- dalla)	Madras/ Singapore (S. S. Rajula)	Singapore/ Madras (S. S. Rajula)	Calcutta/ Rangoon/ Madras/ (S. S. Jalagopa)
1. <i>Sample Fraction.—</i>					
No. of persons travelled . . .	635	173	652	2128	3160
No. of persons studied . . .	231	123	205	280	352
Percentage.	36	71	31	12	11
2. <i>Literacy (Percentage).—</i>					
Illiterate	23	30	23	13	18
Literate	45	49	66	67	62
Educated upto matriculation or over	32	21	11	20	20
3. <i>Occupation (Percentage).—</i>					
Skilled labourers	36	29	6	24	29
Petty traders	29	40	66	49	53
Clerks, etc.	35	31	28	27	18
4. <i>Average monthly income per family (Rs.).</i>	355	313	187	196	
<i>Average expenditure on the journey per capita.—</i>					
Total (Rs.)	172	193	208	151	27
Steamer fare (Rs.)	100	101	101	70	27
5. <i>Average No. of persons per family.</i>	2.4	1.7	1.3	2.2	3.9
6. <i>Average space occupied by each passenger (Sq. feet).</i>	17.7	16.9	22.2	15.5	13.3
7. <i>Percentage of persons whose fares were paid by their employers.</i>	17	25	5	4	6
8. <i>Percentage of families distributed according to provinces from which they commenced the journey.</i>	Punjab (20) Bombay (35) Saurashtra (45)	British East Africa (89) Seychelles (11)	South India (93) Bombay (3) Punjab (1) Ceylon (1) French Territory (2)	Malaya (100)	Bengal (59) S. India (9) Burma (28) Pakistan (3) Bombay (1)
9. <i>Percentage of families distributed according to destination.</i>	B.E. Africa (100)	Madras (14) Punjab (14) Bombay (51) Saurashtra (21)	Penang (36) Singapore (64)	S. India (76) Bombay (1) Punjab (13) U. P. (8) Ceylon (2)	Pakistan (49) Burma (23) Madras (28)
10. <i>No. of days spent in waiting at port of embarkation and percentage of persons</i>					
Upto 4 days, percentage . . .	84	86	50	95	63
5 to 10 days, percentage . . .	..	..	16	5	15
Over 10 days, percentage . . .	..	..	34	..	22
11. <i>Purpose of Journey</i>	Employment 100% Leave 79%	Marriage 17% Education 4% Leave 79%	Employment 90% Visit to relatives 10%	Visiting home 94% Marriage 4% Miscellaneous 2%	Visiting home 39% Resume work 40% Migration 17% Miscellaneous 4%
12. <i>No. of voyages undertaken by percentage of passengers.</i>	Up to 3 84% voyages %	Upto 3 75% voyages %	Information	not ..	collected.
13. <i>Percentage of families according to space desired per person.—</i>					
Upto 18 sq. feet	57	6	49	57	73
18 to 24 sq. feet	17	18	51	43	22
Above 24 sq. feet	26	78	..	..	..

APPENDIX 8—*contd.*

	Bombay/ Mombasa (S. S. Khan- dalla)	Mombasa/ Bombay (S. S. Khan- dalla)	Madras/ Singapore (S. S. Rajula)	Singapore/ Madras (S. S. Rajula)	Calcutta/ Rangoon/ Madras (S. S. Jalagopal)
15. Percentage of passengers agreeing to increase in fares upto.—					
Nil	11	..	59	44	66
25%	77	26	39	49	24
50%	11	55	2	3	..
75%	1	19	..	4	..
16. Percentage of passengers in favour of abolishing deck travel.	100	100	60	92	94
17. Percentage of persons who had given a part of their luggage for stowage in the holds.	13	1	Nil	21	8
18. Percentage of persons who had luggage which was not wanted during the voyage, but which they had kept on deck.	10	66	Nil	4	6
19. Percentage of persons who had complaints with regard to food, latrines, wash places, etc.	90	75	153	82	93



APPENDIX 9

Analysis of information collected by the Committee's Investigators regarding income groups among passengers in the Bay of Bengal and the Bombay—Africa Service.

	Bombay/ Mombasa		Mombasa/ Bombay		Madras/ Singapore		Singapore/ Madras		Calcutta to Madras via Rangoon (S.S. Jalagopal)	
	No. of families	%	No. of families	%	No. of families	%	No. of families	%	No. of families	%
No. of families studied	96	..	72	..	160	..	120	..	90	..
Families with income of :—										
Rs. 100 and below	10	11	7	10	49	33	34	29	26	31
Between Rs. 100 & 200	8	8	11	15	53	33	48	41	36	42
Above Rs. 200	78	81	54	76	45	31	36	30	23	27
Unspecified	..	..	..	..	13	..	2	..	5	..
TOTAL	96	100	72	100	160	100	120	100	90	100



APPENDIX 10

Statement showing the number of unberthed passengers embarked and disembarked in 1949 at the various ports on or from unberthed passenger ships holding Indian Certificates and engaged on the various services.

Service	Ports	Number of unberthed passengers, embarked and disembarked at each port in 1949	
		Embarked	Disembarked
1	2	3	4
<i>I.—British India Steam Navigation Co., Ltd.</i>			
Bombay/Africa Service	Bombay	18,323	11,242
	Mormugao	1,411	894
	Pore-bunder	4,008	1,661
	Bedibunder	1,572	641
	Karachi	1,625	1,596
	Seychelles	325	194
	Mombasa	12,094	19,942
	Zanzibar	2,018	2,164
	Dar-Es-Salam	2,214	3,677
	Mozambique	135	237
	Beira	739	1,400
	L. Marques	884	1,115
	Durban	1,908	2,493
	TOTAL	47,256	47,256
<i>Bay of Bengal Service—</i>			
Calcutta/Rangoon	Calcutta	5,834	19,788
	Chittagong	2,599	72
	Akyab	1,174	657
	Rangoon	19,390	8,479
	TOTAL	28,997	28,997
Madras/Rangoon	Madras	7,199	20,565
	Rangoon	20,666	7,199
	TOTAL	27,764	27,764
Madras/Straits	Madras	11,622	16,294
	Nagapatinam	7,135	9,481
	Penang	9,731	18,160
	Port Swettenham	7,386	2
	Singapore	9,773	4,476
	TOTAL	46,647	46,418
APCAR. Line	Calcutta	5,920	4,874
	Rangoon	3,013	1,025
	Penang	1,589	2,239
	Singapore	5,554	5,875
	Hongkong	3,156	4,321
	Amoy	1,069	1,751
	Japan	6	73
	TOTAL	20,307	20,168

APPENDIX 10—*contd.*

1	2	3	4
<i>British India Steam Navigation Co., Ltd.—contd.</i>			
Bombay/Persian Gulf (Main Service)	Bombay	38,450	26,213
	Karachi	17,144	34,443
	Bahrein	6,072	6,185
	Koweit	4,748	7,399
	Abadan . . . . .	..	848
	Khoramshahr	2,181	1,089
	Basrah	11,108	9,516
	TOTAL	79,673	79,673
Bombay/Persian Gulf (Subsidiary Service)	Bombay	12,778	7,053
	Karachi	13,510	17,817
	Ormara	117	453
	Pasni	748	903
	Gwadur	5,582	6,347
	Charbar	37	26
	Muscat	2,849	2,195
	Jask	10	30
	Bandar Abbas	497	693
	Sharjuh	991	206
	Dubai	2,709	1,789
	Bahrein	1,990	3,310
	Bushire	306	353
	Koweit	689	1,947
	Khoramshahr	1,019	883
	Basrah	817	555
	TOTAL	44,649	44,649
	GRAND TOTAL (All routes)	294,293	293,920
<i>II. The Mogul Line, Limited.</i>			
India/Gulf of Aden & Red Sea Ports.	Bombay	1,880	815
	Macalla	69	454
	Aden	1,038	1,577
	Massawa	6	1
	Port Sudan	102	313
	Jedda	282	197
	Suez	14	33
	TOTAL	3,390	3,390
Bombay/Mauritius	Bombay	106	48
	Port Louis	48	106
	TOTAL	154	154
	GRAND TOTAL (All routes)	3,544	3,544
<i>III. The Asiatic Steam Navigation Co. Ltd.</i>			
Calcutta/Port Blair	Calcutta	2,883	2,774
	Port Blair	2,774	2,883
	TOTAL	5,657	5,657
Madras/Port Blair	Madras	2,062	1,615
	Port Blair	1,615	2,062
	TOTAL	3,677	3,677
	GRAND TOTAL (All routes)	9,334	9,334

APPENDIX 10—contd.

1	2	3	4
IV. The Scindia Steam Navigation Co. Ltd.			
Visakhapatnam/Chittagong	Visakhapatnam	1,001	10,028
	Rangoon	22,744	6,905
	Akyab	5,681	2,180
	Chittagong	4,075	14,390
	TOTAL	33,501	33,501
V. The Bombay Steam Navigation Company, Ltd. The Indian Co-op. Navigation & Trading Co., Ltd. The Ratnagar Steam Navigation Company, Ltd.			
Bombay/Konkan Line (a) Dabhol	Bombay	£1,14,519	₹1,10,835
	Janjira Shriwardhan Harnai Dabhol	₹1,50,887	₹1,54,071
	TOTAL	2,64,906	2,64,906
(b) Vijaydurg Line	Bombay	69,749	66,537
	Janjira, Shriwardhan, Harnai, Palshet, Boria, Jaygad, Ratnagiri, Ranpar, Purnagad, Moosakazi, Vijaydurg	78,523	81,735
	TOTAL	1,48,272	1,48,272
(c) Vengurla/Panjim Line	Bombay	2,20,673	2,02,298
	Ratnagiri, Moosakazi, Vijaydurg, Devgad Achra, Malvan, Vengurla, Panjim	2,49,086	2,67,583
	TOTAL	4,69,759	4,69,759
(d) Bhavnagar Line	Bombay	5,006	5,697
	Diu, Nawabunder, Jaffrabad, Mohawa, Bhavnagar	6,002	5,811
	TOTAL	11,008	11,008
Saurashtra & Karachi Lines	Bombay	17,928	17,904
	Verawal, Mangrol, Porbunder, Okha, Cutch Mandvi, Karachi	23,231	23,955
	TOTAL	41,159	41,169
Mangalore Line	Bombay	21,200	17,906
	Mormugao, Karwar, Tadri, Kumta, Bhatkal, Malpe, Mangalore	20,714	24,008
	TOTAL	41,914	41,914
Mormugao Line	Bombay	2,779	1,734
	Jaigad, Ratnagiri, Vijaydurg, Mormugao	1,947	2,902
	TOTAL	4,726	4,726
Cochin Line	Bombay	2,142	679
	Jaigad, Ratnagiri, Cochin	687	2,350
	TOTAL	2,829	2,829
	GRAND TOTAL (All routes)	9,84,573	9,84,573

VI. The Bank Line Limited.

Calcutta/Durban	Calcutta	545	484
	Colombo, Mombasa, Zanzibar, Dar-Es-Salam, Beira, Lourenco, Marquesas, Durban	484	545
	TOTAL	1,029	1,029

APPENDIX 10—*contd.*

1	2	3	4
VII. Indo-China Steam Navigation Company Limited.			
Calcutta/Japan	Calcutta	2,832	1,708
	Penang	612	1,070
	Singapore	1,094	1,262
	TOTAL	4,038	4,038
VIII. Swadeshi Steamship Company, Ltd.			
Tuticorin/Colombo	Tuticorin	5,070	6,618
	Colombo	6,618	5,070
	TOTAL	11,688	11,688
IX. South Indian Railway.			
Palk Strait	Talaimannar Dhanushkodi	141,778 128,171	123,171 141,778
	TOTAL	264,949	264,949
	GRAND TOTAL (All Companies)	1,606,944	1,606,571



APPENDIX 11

Total number of unberthed passengers embarked or disembarked at the various ports on or from ships holding Indian Certificates (1949)

Country	Port	Embarked	Disembarked	Total Handled
India	Bombay	525,533	462,089	987,622
	Calcutta	17,514	29,626	47,140
	Madras	20,883	38,474	59,357
	Visakhapatnam	1,001	10,026	11,027
	Nagapattinam	7,135	9,481	16,616
	Port Blair	4,389	4,945	9,334
	Dhanushkodi	123,171	141,778	264,949
	Tuticorin	5,070	6,613	11,683
	Achra	5,271 (For Bombay)	4,140 (From Bombay)	9,411
	Bhatkal	928	1,018	1,946
	Bhavnagar	194	87	281
	Boria	1,361	862	2,223
	Cochin	135	51	186
	Cutch Mandvi	6,770	8,215	14,985
	Dabhol	64,547	67,203	131,750
	Devgad	26,597	30,229	56,826
	Harnai	32,984	36,245	69,229
	Jaffrabad	1,614	1,379	2,993
	Jaigad	24,518	27,583	52,101
	Janjira	14,501	20,004	34,505
	Karwar	1,388	1,028	2,016
	Kumta	592	760	1,352
	Malpe	6,403	7,223	13,626
	Malwan	24,779	24,722	49,501
	Mangalore	6,941	6,919	13,860
	Mangrol	597	625	1,222
	Mohuva	..	12	12
	Moosakazi	27,944	29,972	57,916
	Nawabunder	2,493	2,295	4,788
	Okha	12	2	14
	Palshet	725	625	1,350
	Porebunder	47	53	100
	Purnagad	1,701	1,653	3,354
	Ranpar	894	634	1,528
	Ratnagiri	56,974	60,116	117,090
	Shriwardhan	23,233	18,697	41,930
	Tadri	10	7	17
	Tiwari	1,885	1,394	3,279
	Vengurla	22,780	24,514	47,294
	Verawal	1,008	1,488	2,496
	Vijayadurg	24,618	26,191	50,809
	Bedibunder	1,572 (For Africa)	641 (From Africa)	2,213
	Porebunder	4,008	1,661	5,669
	Traffic between intermediate Ports on the West Coast	107,859	107,859	215,718
	TOTAL	1,202,579	1,219,739	2,422,318

Total number of unberthed passengers embarked or disembarked at the various ports on or from ships holding India Certificates. (1949).--contd.

Country	Port	Embarked	Disembarked	Total Handled
Africa	Beira	7,39	1,400	2,139
	Dar-Es-Salaam	2,214	3,677	5,891
	Durban	1,908	2,493	4,401
	L. Marques	884	1,115	1,999
	Mozambique	135	237	372
	Mombasa	12,094	19,942	32,036
	Zanzibar	2,018	2,164	4,182
	Not Specified (Bank Line)	484	545	1,029
	TOTAL	20,476	31,573	52,049
Burma	Akyab	6,855	2,837	9,692
	Rangoon	65,712	23,618	89,330
	TOTAL	72,567	26,455	99,022
Ceylon	Colombo	6,613	5,070	11,683
	Talaimannar	141,778	123,171	264,949
	TOTAL	148,391	128,241	276,632
China	Hongkong	3,156	4,321	7,477
	Amoy	1,069	1,751	2,820
	TOTAL	4,225	6,072	10,297
Japan	Not Specified	6	73	79
Malaya	Penang	11,932	18,469	30,401
	Port Swettenham	7,386	2	7,388
	Singapore	16,421	11,613	28,034
	TOTAL	35,739	30,084	65,823
Mauritius	Port Louis	48	106	154
Pakistan	Chittagong	6,674	14,463	21,137
	Karachi	41,049	61,401	102,450
	TOTAL	47,723	75,864	123,587
Portuguese India	Mormugao, Panjim, Diu	30,915	40,799	71,614
Seychelles	Seychelles	325	194	519
Persian Gulf Ports	Abadan	..	848	848
	Bahrein	8,062	9,495	17,557
	Bandar Abbas	497	693	1,190
	Basrah	11,925	10,071	21,996
	Bashire	306	353	659
	Charbar	37	26	63
	Dubai	2,709	1,789	4,498
	Gwadur	5,582	6,347	11,929
	Khoramshahr	3,179	1,952	5,122
	Kowait	5,437	9,346	14,783
	Jask	10	30	40
	Muscat	2,849	2,195	5,044
	Ormara	117	453	570
	Pasni	748	992	1,740
	Shargorh	991	206	1,197
	TOTAL	42,440	44,796	87,236
Gulf of Aden & Red Sea Ports	Aaden	1,038	1,577	2,615
	Jeddu	282	197	479
	Macalla	69	454	523
	Massawa	5	1	6
	Port Sudan	102	313	415
	Suez	14	33	47
	TOTAL	1,510	2,575	4,085
	GRAND TOTAL	1,606,944	1,606,571	

APPENDIX 12

DECK PASSENGER COMMITTEE

Suggested modifications required to Simla Rules 1931 as a result of international convention 1948.

By :

CAPTAIN(E)A. B. COLLINS, R.N.

Chief Surveyor with the Government of India.

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29th June 1950.



PART I.—GENERAL

RULE 1

Name.—The name of the modified rules will need to be fixed and may take the form of say, Simla Rules (Revised—1950) or the location of the Conference may govern the choice of name.

RULE 2

Application.—The rule may stand, largely as it is, except that Pakistan will need to be included also Burma Netherlands East Indies will need to be replaced by United States of Indonesia. There is no mention of countries in the Persian Gulf or South and East Africa. It is for consideration whether any representatives from these countries should be asked to attend the Revision Conference, in view of the fact that Unberthed Passenger Ships and Pilgrim Ships carry nationals and use the ports of the Countries.

RULE 3

Interpretation.—No change is required.

RULE 4

Definitions.—For the purpose of these Rules :—

- (a) The expression 'Convention' means the International Convention for the Safety of Life at Sea, 1948.
- (b) The expression 'Regulation' means one of the Regulations of the Convention.
- (c) The expression 'New Passenger Ship' means a Ship the keel of which is laid on or after the date of coming into force of the present Convention under Article XI, or a ship which has not been certified to carry unberthed passengers in the trades to which the Rules apply, before that date.
- (d) As before.
- (e) The expression 'International Voyage' means a voyage from a country to which the present Convention applies to a port outside such country, or conversely; and for this purpose every territory for the International relations of which a contracting Government is responsible or for which the United Nations are the Administering authority, is regarded as a separate country.
- (f) The expression 'short international voyage' means an international voyage in the course of which a ship is not more than 200 miles from a port or place in which the passengers and crew could be placed in safety and which does not exceed 600 miles in length between the last port of call in the country in which the voyage begins and the final port of destination.
- (g) The expression 'buoyant apparatus' means floatation equipment (other than life-boats, life-buoys and life-jackets) designed to support a specified number of persons who are in the water and of such construction that it retains its shape and properties.

RULE 5

संयमन जनने

Coasting Voyages.—Each administration may, if it considers that the sheltered nature and conditions of the voyage are such as to render the application of any specific requirements of Parts II and III of these Rules unreasonable or unnecessary, exempt from those requirements individual ships or classes of ships belonging to its country which, in the course of their voyage do not go more than 20 miles from the nearest land, or in the area specified in Rule 17 Section (4), more than 30 miles from the nearest land :

Provided that ships, which in the course of their voyage, proceed more than 20 miles from the nearest land:—

- (a) when navigating in the Yellow Sea and the Gulf of Chilli to the west-ward of a line joining Antung and Shaweshan Island at the mouth of the Yang-tse-Kiang, or
- (b) when navigating the China Sea to the north-ward of a line joining Hong-Kong and the north east extremity of Hainan Island, or
- (c) when crossing the Gulf of Cutch or the Gulf of Cambay,

may be dealt with by the administration under this rule.

RULE 6

Existing Ships.—In the case of existing Passenger Ships which are mechanically propelled and are engaged on International or Short International voyages, and which do not already comply with the provisions of these Rules relating to new passenger ships, the arrangements on each ship shall be considered by the Administration of the country to which the ship belongs, with a view to improvements being made to provide increased (i) Safety where practicable and reasonable under the headings dealt with in Part II of these Rules, and (ii) substantial compliance with the general principles of Part III of the Rules.

PART II.—CONSTRUCTION

Note.—The relaxations previously permissible under Rule 7 do not appear to be necessary, that is to say relaxations are not necessary from Regulations 12, 13, 9 & 17 of the 1948 Convention.

The previous Rule 8 will now become Rule 7.

RULE 7

1. Ships shall be as efficiently sub-divided as is possible having regard to the nature of the service for which they are intended. The requirements respecting sub-division are given in the following Rules in the Regulations.

2. The degree of sub-division provided by these requirements varies with the length of the ship and with the service, in such manner that the highest degree of sub-division corresponds with the ships of greatest length primarily engaged in the carriage of passengers.

3. Regulations 2 to 6 indicate the method to be followed in order to determine the degree of sub-division applicable to a ship:

Provided that the regulations concerned be applied subject to the following :—

(a) Uniform average permeability shall be determined according to Regulation 4 (c), provided that where it is shown to the satisfaction of the administration that the permeability of one or more compartments of the portion of the ship before (or abaft) the machinery space is less than that given by the formula $63 + 35 \frac{A}{V}$, the calculated values may be substituted for each of the compartments in that portion of the ship. For the purpose of such calculation, the permeability of passenger spaces as defined in Regulation 2 shall be taken as 95, that of spaces containing machinery as 80, that of all cargo, coal and store spaces as 60, and that of double bottom, oil fuel and other tanks at such value as may be approved in each case by the administration.

(b) The Criterion of Service Numerical shall be determined by the following formula and not by those given in Regulation 5 (c).

$$C_s = 72 \frac{M + 3/2 P_1}{V + P_1 - P}$$

Where M =the volume of the machinery space as defined in Regulation 2 (h); with the addition thereto of the volume of any permanent oil fuel bunkers which may be situated above the inner bottom and before or abaft the machinery space. P =the whole volume of the passenger spaces below the margin line as defined in Regulation 2 (i). V =the whole volume of the ship below the margin line.

$$P_1 = P + 7A + \cdot 4 L.N.$$

Where A =the total area in square feet of the spaces measured in determining the number of unberthed passengers to be carried above the margin line including the area of any compartment containing more than six berths. The area of spaces occupied by galleys, mess rooms, latrines, washplaces, baggage and store-rooms, lavatories, hospitals and the airing spaces for between deck passengers shall not be included. L =the length of the ship, as defined in Regulation 2 (b). N =the total number of berths for berthed passengers carried above the margin line, a berthed passenger being defined as one accommodated in a compartment containing not more than six berths.

(c) The following paragraph shall be substituted for Regulation 5 section (d) (iv):—

(iv) The provisions of sub-paragraph (d) (iii) shall apply also to ships of whatever length which are certified to carry a total number of passengers not exceeding $\frac{L^2 \text{ (in feet)}}{1260}$, or 280, whichever is the less of which the number of berthed passengers shall not exceed $\frac{L^2 \text{ (in feet)}}{7000}$ or 50, whichever is the less. In ships of 430 feet in length and upwards to which this paragraph applies, the sub-division abaft the fore peak shall be governed by the factor unity.

(d) In Regulation 6 (c) the words 'floodable length' shall be substituted for the words 'permissible length'.

4. In order that the required degree of sub-division shall be maintained, a load line corresponding to the approved sub-division draft shall be assigned and marked on the ships sides. A ship having spaces which are especially adapted for the accommodation of passengers and the carriage of cargo alternately may, if the owners desire, have one or more additional load lines assigned and marked to correspond with the sub-division drafts which the administration may approve for the alternative service conditions. The free-board corresponding to each approved sub-division load line, and to conditions of service for which it is approved, shall be clearly indicated on the Safety Certificate. Sub-division load lines shall be marked and recorded in the manner provided in Regulation 10, but load lines under these Rules shall be distinguished by the notation D1, D2, D3, etc.

RULE 8

Peak and machinery space, bulkheads, shafts, tunnels, etc.—All ships shall be fitted with watertight forward and after peak bulkheads and with watertight bulkheads at the extremities of the machinery space, and, in screw ships, with water-tight shaft tunnels or equivalent sub-division in accordance with the provisions of Regulation 8.

RULE 9

Construction, testing, etc.—Regulations 11 to 19 prescribe rules for—

(a) Construction and initial testing of sub-division bulkheads, inner bottoms, fore peak ;

(b) The conditions governing openings in bulkheads, in the ship's sides and in the weather deck and the character and use of means which shall be provided for closing these openings ;

- (c) The tests and the periodical inspection and operation of the means of closing openings in bulkheads and in the ship's side;
- (d) Exits from watertight compartments;
- (e) Pumping arrangements;
- (f) Stability of ships in damaged condition.

Provided that the Regulation concerned shall be applied subject to the following additions and alterations:

to Regulation 12, Section i (i)—

(II) shall apply when the number of such doors exceeds 3 and does not exceed 5 and there shall be added.

“(III) when the number of doors does not exceed 3—

- (i) if the Criterion Numeral does not exceed 65, all the watertight sliding doors may be operated by hand only;
- (ii) if the Criterion Numeral exceeds 65, all the watertight sliding doors shall be operated by power”.

RULE 10

Stability tests for Passenger Ships.—(a) Every new Passenger Ship and every existing Passenger Ship not in possession of stability information shall be inclined and the elements of its stability determined. The Master shall be supplied with such information on this subject as is necessary to permit the safe and efficient handling of the ship, and a copy shall be furnished to the administration concerned.

(b) The Administration may allow the inclining test of an individual ship to be dispensed with provided basic stability data are available from the inclining test of a sister ship and it is shown to the satisfaction of the Administration that reliable stability information for the exempted ship can be obtained from such basic data.

RULE 11

Entries in the official Log Book.—A record of the closing and opening of watertight doors etc., and of all inspections and drills, shall be entered in the official log book as required by Regulation 20.

RULE 12

Electrical installations.—Regulations 21 to 24 relating to emergency source of power, precautions for safety of passengers and crew, precautions against fire, shall be applied to ships to which these Rules apply.

RULE 13

Fire protection in accommodation and service spaces.—The regulations numbered 25 to 44 of Chapter II prescribing methods of protection against fire, shall be applied to ships coming under these Rules.

RULE 14

Fire detection and extinction.—The arrangements to be made for the detection and extinction of fire shall be as prescribed in Regulations 45 to 50.

Provided that in the case of ships less than 1,000 tons gross, an Administration, if satisfied that adequate arrangements for the extinction of fire have been made and that it is neither practicable nor reasonable to enforce full compliance with the Regulations mentioned in this Rule and Rule 14 above, may to that extent modify the requirements of the said Regulations in regard to a ship belonging to its country.

PART F.—MISCELLANEOUS

RULE 15

Means of escape from Passenger spaces, crew spaces and working spaces, power for going astern, and auxiliary steering gear shall be as required by Regulations 54, 55 and 56.

PART III.—LIFE SAVING APPLIANCES ETC.

RULE 16

Ready availability of lifeboats and buoyant apparatus.—(a) In a ship to which these Rules apply, the life boats and buoyant apparatus shall be readily available in case of emergency.

(b) To be readily available, the lifeboats and buoyant apparatus must comply with the following conditions:—

- (i) They must be capable of being got into the water safely and rapidly even under unfavourable conditions of list and trim.
- (ii) It must be possible to effect embarkation into the lifeboats rapidly and in good order.
- (iii) The arrangement of each life boat and article of buoyant apparatus must be such that it will not interfere with the operation of other boats and buoyant apparatus.

(c) All Life-saving appliances shall be kept in working order and available for immediate use before the ship leaves port and at all times during the voyage.

The arrangements for securing the principle of ready availability mentioned in this Rule shall be in accordance with the provisions of Regulation 26.

RULE 17

Adequacy of lifeboats and buoyant apparatus.—In a ship to which these Rules apply, the lifeboats and buoyant apparatus shall be adequate.

To be adequate, the provision of lifeboats and buoyant apparatus must satisfy the following conditions provided that no more boats are required in any passenger ship than are sufficient to accommodate all persons on board, nor shall a greater number of sets of davits be required than the number of such boats.

Pilgrim ships and unberthed passenger ships.—(1) *International Voyages.*—Subject to the provisions of Sections (2), (3) and (4) of this Rule a ship engaged on an International voyage shall be provided with sets of davits in accordance with its length as provided in Column (A) of the Table in Rule 32. Each set of davits shall have a boat of Class I attached to it. If the lifeboats attached to davits do not provide:—

- (a) sufficient accommodation for all persons on board, or
- (b) the minimum cubic capacity specified in Column (c) of the Table in Rule 32, whichever is less, additional lifeboats shall be carried under the lifeboats attached to davits to make up the deficiency.

If the boats so provided do not provide accommodation for all persons on board, additional lifeboats under davits or approved buoyant apparatus shall be provided so that the total accommodation afforded by all the lifeboats together with the buoyant apparatus, shall be sufficient for all on board. In addition there shall be buoyant apparatus for 25 per cent. of all on board.

When, in the opinion of the Administration, it is neither practicable nor reasonable to place on a ship the number of sets of davits required by (A) of the Table in Rule 32, the Administration may authorise, under exceptional conditions, a smaller number of sets of davits, provided always that this number shall never be less than the minimum number fixed by column (B) of the Table and that the total capacity of the boats on the ship shall be at least up to the minimum capacity required by Col. (C).

NOTE.—We do not think it necessary to provide for International voyages in specified areas as was done in Rule 16 (2) of the Simla Rules, 1931.

(2) *Short International Voyages.*—A ship engaged on short international voyages shall be provided with the number of sets of davits in accordance with its length as provided in Column (A) of the Table in Rule 32. Each set of davits shall have a lifeboat attached to it. If the lifeboats attached to davits do not provide—

- (a) accommodation for all persons on board, or
- (b) the minimum cubic capacity specified in Column (D) of the Table in Rule 32, whichever is less, additional lifeboats under davits shall be placed on board to make up the deficiency.

If the boats so provided do not provide accommodation for all persons on board, additional lifeboats or approved buoyant apparatus shall be provided so that the accommodation provided by the lifeboats and buoyant apparatus shall be sufficient for all persons on board. In addition there shall be buoyant apparatus for 10 per cent. of all on board.

When, in the opinion of the Administration, it is neither practicable nor reasonable to place on a ship engaged on short international voyages, the number of sets of davits required by Column (A) of the table in Rule 32, the Administration may authorise, under exceptional conditions, a smaller number of sets of davits, provided always that this number shall never be less than the minimum number fixed by Column (B) of the table and that the total capacity of the lifeboats on the ship shall be at least up to the minimum capacity required by Column D.

(3) *Passenger ships shall carry two boats attached to davits—one on each side of the ship—for use in an emergency.*—These boats shall be of a type approved by the Administration and shall normally be not more than 26 feet in length. They may be counted for the purpose of this Rule, provided they comply fully with the requirement of this Part for lifeboats.

(4) *Short International voyages in specified areas.*—A ship engaged on short international voyages in the area bounded by the following lines; from a point on the west side of the Malaya Peninsula in latitude 10° North along the coast of Asia to a point in Cochin China in latitude 11° North; thence to latitude 8° North, longitude 110° East; thence to latitude 8° North, longitude 125° East; thence to latitude 0°, longitude 140° East; thence to latitude 0°, longitude 160° East; thence to latitude 11° South, longitude 170° East; thence to latitude 23½° South, longitude 170° East; thence to latitude 23½° South, longitude 160° East; thence to the east side of Cape York at latitude 11° South; from the west side of Cape York at latitude 11° South to Cape Wessel and Wessel Island; thence along the Australian coast to Port Darwin (Cape Charles); thence to latitude 10° South, longitude 109° East; thence to Christmas Island; thence to latitude 2° North, longitude 94° East; thence to latitude 6° 30' North, longitude 94° East and thence to the starting point but excluding ports and places under the jurisdiction of Australia; shall comply with the conditions in section (2) above for short international voyages.

RULE 18

Standard types and capacities of lifeboats and buoyant apparatus and liferafts.—All lifeboats shall comply with the conditions fixed by Regulations 5 to 10.

Buoyant apparatus and liferafts shall comply with the conditions fixed by Regulation 30.

Rule 19

Construction of Lifeboats.—All lifeboats must be properly constructed and shall be of such form and proportions that they shall have ample stability in a seaway and sufficient freeboard when loaded with their full complement of persons and equipment.

Each boat must be of sufficient strength to enable it to be safely lowered into the water with its full complement of persons and equipment.

RULE 20

Embarkation into the Life boats.—Suitable arrangements shall be made for embarkation into the lifeboats which shall include:—

- (a) a suitable ladder at each set of davits, to afford access to the boats when waterborne;
- (b) suitable means for illuminating the launching gear and lifeboat during the process of launching;
- (c) suitable arrangements for warning the passengers and crew that the ship is about to be abandoned;
- (d) suitable means situated outside the engine room whereby any discharge of water into the lifeboats can be prevented.

NOTE.—Old Rule 20 becomes redundant, the material being incorporated in new Rule 18.

RULE 21

The Equipment of lifeboats and liferafts.—The equipment of lifeboats and liferafts shall be in accordance with the provisions of Regulations 11, 12, 13, 23, and 30.

NOTE.—The exemptions previously permissible would not now appear to be necessary.

Rule 22

Marking of Lifeboats and Buoyant apparatus.—(a) The dimensions of a lifeboat and the number of persons which it is authorised to carry shall be marked on it in clear permanent characters. The name of the ship to which the lifeboat belongs shall be painted on the bows.

(b) Buoyant apparatus and liferafts in lieu of buoyant apparatus shall be marked with the number of persons in the same manner.

(c) No lifeboat or buoyant apparatus shall be marked for a greater number of persons than that obtained in the manner specified in Rule 18.

RULE 23

Life-jackets and Lifebuoys.—(1) Every ship to which these Rules apply shall carry for every person on board a life-jacket of a type approved by the Administration, and, in addition, unless these life-jackets can be adopted for use by children, a sufficient number of life-jackets suitable for children.

(2) Every such ship shall also carry lifebuoys of a type approved as aforesaid in accordance with the following scale.

Length of ship in feet		Minimum number of life buoys.			
Under 200		8 of which not less than 4 shall be provided with self igniting lights.			
200 and under					
400	12	do.	do	6	do.
400 and over	18	do.	do	9	do.

(3) A life-jacket or lifebuoy shall not be approved by an Administration unless it satisfies the requirements of Regulation 17 in respect of life-jackets and 16 in respect of lifebuoys.

(We do not think it necessary that sub-para. (4) of the 1931 Rules be repeated.)

RULE 24

Means of ingress and egress, emergency lighting.—(1) Proper arrangements shall be made for ingress to and egress from the different compartments, decks, etc.

(2) Provision shall be made for an electric or other system of lighting, sufficient for all requirements of safety, in the different parts of the ship, and particularly upon decks on which the lifeboats are stowed. Provision shall also be made for the illumination of the launching gear, and the lifeboats in process of and immediately after being launched. The self-contained emergency source of electrical power required by Regulation 22 of Chapter II shall be capable of supplying, when necessary, this lighting system.

(3) The exit from every main compartment occupied by passengers or crew shall be continuously lighted by an emergency lamp. The power for these emergency lamps shall be so arranged that they will be supplied by the emergency source of power referred to in Paragraph (2) of this Rule in the event of failure of the main generating plant.

Provided that an Administration may exempt ships of less than 1,000 tons gross from the requirement of the dependent installation referred to in paragraphs (2) and (3) of this Rule.

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rtified lifeboatmen, manning of the Boats.—(1) In every ship to which these Rules apply, there must be carried, in order to comply with these Rules, such number of lifeboatmen for that boat as is required by Regulation 29. Provided that each Administration, if it considers, that the application of the requirements of Regulation 29 would be unreasonable or impracticable, may to the extent considered necessary, from the said requirements, ships or classes of ships belonging to its country.

(2) The allocation of the certificated lifeboatmen to each boat remains within the discretion of the master.

(3) By certificated lifeboatman is meant any member of the crew who holds a certificate of efficiency issued under the authority of the Administration in accordance with the conditions laid down in Regulation 20.

(4) The manning of the boats shall be as prescribed in Regulation 28 subject to the proviso contained in section (1) of this Rule.

RULE 26

Carriage of grain and dangerous goods.—The carriage of grain shall be subject to the provisions of Regulation 2 of Chapter VI.

The carriage, either as cargo or ballast, of goods, which by reason of their nature, quantity or mode of stowage, are either singly, or collectively, liable to endanger the lives of the passengers and the safety of the ships, is forbidden.

This provision does not apply to the ship's distress signals, nor to the carriage of naval or military stores for the public service of the state under conditions authorised by the Administration.

Each Administration shall from time to time by official notice, determine what goods are to be considered dangerous goods, and shall indicate the precautions which must be taken in the packing and stowage thereof.

RULE 27

Initial and subsequent surveys of ships.—The general principles which shall govern the survey of ships whether new or existing, as regards hull, boilers, main and auxiliary machinery etc. are as stated in Regulation 7. Each contracting Government undertakes :—

- (1) to draw up detailed regulations in accordance with these general principles, or to bring existing regulations into agreement with these principles;
- (2) to secure that these regulations shall be enforced.

The detailed regulations referred to in the preceding paragraph shall be in all respects such as to secure that from the point of view of safety of life, the ship is fit for the service for which it is intended.

RULE 28

General Provisions.—Each Administration undertakes to apply the detailed Regulations 1 to 20 of Chapter I and Regulations 1 to 50 and 52 to 56 of Chapter II except in so far as these regulations are modified by these Rules.

RULE 29

Ships Distress signals.—Ships shall be provided to the satisfaction of the Administration, with means of making effective distress signals by day and by night, including parachute signals capable of giving a bright red light at a high altitude.

RULE 30

Muster list and emergency procedure, practice musters and drills.—Special duties in the event of an emergency shall be allotted to each member of the crew.

(2) The Muster List shall show all these special duties and shall indicate in particular, the station to which each man must go and the duties he has to perform.

(3) Before the vessel sails, the muster list shall be drawn up. Copies shall be posted in several parts of the ship, and in particular in the crew's quarters.

(4) The condition under which musters of the crew and drills shall take place shall be as prescribed by Regulations 20 and 21 provided that each Administration may exempt a ship belonging to its country from the requirement of the supplementary electrically operated emergency signals specified in Regulation 21.

RULE 31

General Provisions.—Each Administration undertakes to apply the detailed Regulations 1 to 31 of Chapter III except in so far as these regulations are modified by these Rules.

RULE 32

Table relating to davits and lifeboat capacity.—The following table fixes according to the length of the ship :—

- (a) The number of sets of davits to be provided to each of which must be attached a lifeboat in accordance with Rule 17.
- (b) The minimum number of davits which may be authorised exceptionally under Rule 17.
- (c) The minimum lifeboat capacity required for a ship engaged on an international voyage in accordance with Rule 17, Section (1).
- (d) The minimum lifeboat capacity required for a ship engaged on short international voyage in accordance with Rule 17, Section (2).

NOTE.—The old table (c) does not appear to be necessary.

Pilgrim ships have been considered on the same basis as usual unberthed passenger ships. There is to be no need for the previous lower standards.

TABLE

Registered length of the ship in feet		(A) Number of sets of davits	(B) Minimum number of sets of davits	Minimum Aggregate capacity of lifeboats in Cubic feet	
				(C) For interna- tional Voyages	(D) For short International Voyages
100 and under	120	2	2	784	400
120	140	2	2	975	650
140	160	2	2	1240	900
160	175	3	3	1500	1150
175	190	3	3	1910	1350
190	205	4	4	2200	1550
205	220	4	4	2660	1750
220	230	5	4	3120	1850
230	245	5	4	3650	2150
245	255	6	5	4080	2400
255	270	6	5	4510	2700
270	285	7	5	4950	3000
285	300	7	5	5540	3300
300	315	8	6	6040	3600
315	330	8	6	6630	3900
330	350	9	7	7200	4300
350	370	9	7	7700	4750
370	390	10	7	8520	5150
390	410	10	7	9360	5550
410	435	12	9	10450	6050
435	460	12	9	11540	6550
460	490	14	10	12740	7150
490	520	14	10	13850	7800
520	550	16	12	14980	8400
550	580	16	12	16280	
580	610	18	13	17520	
610	640	18	13	18960	
640	670	20	14	20280	
670	700	20	14	21640	

NOTE ON SUB-DIVISION

Regulation 1 (e) of the 1948 Convention require that the Simla Rules shall be revised. Regulation 5 (e) requires that Convention Ships carrying persons in excess of boat capacity shall have a factor of sub-division of 5 or less.

There is a distinct difference between the type of ship to which the sub-division requirements of the Convention are directly applicable, and the ships employed in Eastern waters carrying unberthed passengers and pilgrims. The former are fast ships employed almost solely in the carriage of passengers between European countries, in the Mediterranean, the West Coast of N. America, etc. The vessels ply in dense traffic where the sea lanes converge and in weather conditions which are far from favourable for safe navigation due to the incidence of fog and bad visibility generally. Chances of collision and stranding are therefore, very real. To increase the safety factor the 1948 Convention requires a higher degree of sub-division.

Conditions in the areas covered by the Simla Rules are generally favourable to safe navigation in that the weather is generally settled and the visibility good. The volume of traffic is considerably less than in say, the congested waters around Europe, and the risk of damage by collision or stranding is very much less. Records over the years will endorse the above view.

We do not, therefore, think that there is need for such close sub-division in the passenger-cum-cargo ships employed in the unberthed passenger trade in Eastern waters and that the sub-division provided for in the Simla Rules 1931, is sufficient, a one compartment standard being obtained thereby.

NOTE ON L. S. A. GENERALLY

Probably the most important change affecting L. S. A. is the new definition of a "Short International Voyage" which means an international voyage in the course of which a ship is not more than 200 miles from a port or place in which the passengers and crew could be placed in safety, and which does not exceed 600 miles in length between the last port of call in the country in which the voyage begins and the final port of destination. The old definition was an international voyage in the course of which a ship is not more than 200 miles from the nearest land.

The following voyages which were 'Short International' under the 1929 Convention became International under the 1948 Convention--

- Bombay—Persian Gulf.
- Calcutta—Rangoon.
- Calcutta—Singapore and Far East.

The International Voyages—

- Madras and Coromandel Ports to Rangoon,
- Madras and Madras Minor Ports to Penang and Singapore,
- Madras and Calcutta to Andamans,

which were treated as special voyages under the 1931 Simla Rules will now need to be considered as International voyages.

For the purpose of the Simla Rules Unberthed Passenger Ships may be divided into 3 classes for L. S. A.—

- (1) International voyages.
- (2) Short International voyages.
- (3) Short International voyages in specified areas as given in Rule 16 (4) of Simla Rules. India is probably not very interested in this as ships holding 'A' Certificates from India are not engaged in these services.

(1) *International Voyages*.—These voyages will in future employ some existing ships which do not, and cannot comply with the increased standard of L. S. A. demanded by the re-classification of voyages. Such ships which, providing they plied in the trades previous to the coming into force of the New Convention, would need to be exempted.

For International Voyages we propose that the standard of boating given in Column (D) of the table of the Simla Rules be retained without any increase. It is possible to increase the boating above this standard but opinions may differ as to the necessity of doing so; our view is that it is not necessary. To bring about higher relative standards of safety it is highly probable that the Deck Passenger Committee will make recommendations which will lead to a smaller number of passengers being carried in individual ships. At present, if the boats do not provide accommodation for all persons on board, additional life-boats, or approved life-rafts or other approved buoyant apparatus are provided to make up the deficiency. We suggest that, in addition, buoyant apparatus may be provided for 25% of all persons carried. There should be no difficulty in doing so.

For Short International Voyages we suggest that the figures given in Column (E) of the table of the Simla Rules may be replaced by the numbers given in Column (C) of the Table in Regulation 24 of the New Convention. This will mean an increase of from 5% to 10% in boating depending on the length of the ship. When the life boats do not provide sufficient accommodation for all on board, the deficiency should be made up by additional life-boats under davits or approved buoyant apparatus. In addition there should be buoyant apparatus for 10% of all on board.

Pilgrim ships performing International voyages have been specially considered as regards capacity of life-boats. We think that they may well comply with the same Rules as may be made for Unberthed Passenger Ships on International Voyages.

NOTE ON RULE 16 (4) OF 1931 RULES

The Government of India are not interested directly in the voyages in these specified areas but they may adopt the same attitude here as that adopted towards existing rules in which they are interested directly, that is, to increase the standard of L. S. A. For this purpose we suggest that life-boats and buoyant apparatus may be increased to provide accommodation for all on board.

NOTE ON RULE 16 (5) OF 1931 RULES

PILGRIM SHIPS

We have included Pilgrim Ships with other Unberthed Passenger Ships in Rule 16 (4). There is no reason why the boating required by this rule should not be provided in Pilgrim Ships. We do not think it necessary to provide that a Pilgrim Ship carrying 12 berthed passengers or less may, in some cases, have fewer sets of davits than Pilgrim Ships carrying more than 12 Berthed Passengers.

NOTE ON RULE 17 OF 1931 RULES

It is highly probable that the provision of acceptability of boats other than Class I in ships engaged on certain voyages, will be sought to be continued by those countries interested in those trades. We think it might well be left out and only Class I boats permitted.

APPENDIX 13

NOTIFICATION OF THE GOVERNMENT OF INDIA IN DEPARTMENT OF COMMERCE, NO. 55 M. 129, DATED THE
27TH APRIL 1929

In exercise of the powers conferred by section 192 of the Indian Merchant Shipping Act, 1923 (XXI of 1923), hereinafter referred to as the Act, and in supersession of the notification of the Government of India in the late Department of Finance and Commerce, No. 1356, dated the 14th March 1889, the Governor General in Council is pleased to prescribe the number of superficial and of cubic feet of space to be available for native passengers in native passenger ships in accordance with the Order hereinafter set forth, and to direct that the said Order shall override the requirements on that subject of sub-sections (1) and (3) of section 176 and of section 179 of the Act.

ORDER

(1) If in any native passenger ship and for any voyage to which the provisions in the Act relating to native passenger ships apply any passenger is by contract entitled to be accommodated with space in excess of the minimum which section 176 (2) of the Act or paragraphs 3, 4, 5, 6, 7, 8, 9 or 10 of this Order requires the ship to contain for each passenger, the said ship shall contain for each such passenger the space to which he is so entitled, and in addition thereto for every other passenger the space required by section 176 (2) of the Act or the applicable paragraph or paragraphs of this Order as the case may be.

(2) If in any native passenger ship and for any voyage to which the provisions in the Act relating to native passenger ships apply the height between decks is less than six feet, the cubic space required for every passenger under section 176 (2) of the Act or the applicable paragraph or paragraphs of this Order shall be increased by one-fourth :

Provided that no deck where the height between decks is less than 5 feet 6 inches shall be measured for passengers.

(3) For seasons of fair weather, a native passenger ship performing a short voyage in which, in ordinary circumstances, she will not be seventy-two hours continuously out of port, reckoning from pilot station to pilot station, shall contain in the upper between-decks at least eight superficial feet and forty-eight cubic feet of space, available for each upper between-decks passenger, and on the upper (weather) deck at least four superficial feet available for each upper between-decks passenger and eight superficial feet available for each upper (weather) deck passenger :

Provided that for native passenger ships performing voyages on the routes specified in Schedule I to this Order, seven and a half and forty-five shall be substituted for eight and forty-eight in this paragraph.

(4) For seasons of fair weather, a native passenger ship performing a short voyage in which, in ordinary circumstances, she will be not less than seventy-two hours continuously out of port, reckoning from pilot station to pilot station, shall contain in the upper between-decks at least nine superficial feet and fifty-four cubic feet of space available for each upper between-decks passenger, and on the upper (weather) deck at least four superficial feet available for each upper between-decks passenger and nine superficial feet available for each upper (weather) deck passenger.

(5) For seasons of foul weather, a native passenger ship propelled by steam, or partly by steam and partly by sails, and performing a short voyage shall contain in the upper between-decks at least ten superficial feet and sixty cubic feet of space available for each upper between-decks passenger, and on the upper (weather) deck at least four superficial feet available for each upper between-decks passenger and ten superficial feet available for each upper (weather) deck passenger :

Provided that for native passenger ships performing voyages on the routes specified in the Schedule to this Order, nine and a half and fifty-seven shall be substituted for ten and sixty in this paragraph.

(6) In every native passenger ship which proceeds on a long voyage so much of the upper (weather) deck shall be left unencumbered as to allow at least six superficial feet thereof for each passenger proceeding on the voyage.

(7) A native passenger ship propelled by sails and performing a long voyage shall, subject to the provisions of this Order, contain in the upper between-decks at least twelve superficial feet and seventy-two cubic feet of space available for every upper between-decks passenger.

(8) A native passenger ship propelled by steam, or partly by steam and partly by sails, and performing a long voyage shall, subject to the provisions of this Order, contain in the upper between-decks at least ten superficial feet and sixty cubic feet of space available for every upper between-decks passenger.

(9) Every native passenger ship which carries native passengers on two between-decks, shall, subject to the provisions of this Order, contain space in the lower between-decks and upper (weather) deck for each lower between-decks passenger in accordance with the appended table; provided that no deck lower than that next below the load line shall be measured for passengers and no passenger shall be carried in any lower between-decks space when the height of such space is less than six feet from deck to deck.

TABLE

SHORT VOYAGES

Fair weather		Upper (weather) deck		Foul weather		Upper (weather) deck	
Lower between-decks	S. ft.	C. ft.	S. ft.	Lower between-decks	S. ft.	C. ft.	S. ft.
	12	72	4		15	90	4

LONG VOYAGES

Lower between-decks		Upper (weather) deck	
S. ft.		S. ft.	
15	90		

(10) The description of a passenger otherwise than as an upper or lower between-decks passenger shall not affect the obligation to render available for such passenger on a long voyage either the amount of space in the upper between-decks required by paragraph 7 or paragraph 8 as the case may be to be available for an upper between-decks passenger or at the option of the master the amount of space in the lower between-decks required by paragraph 9 to be available for a lower between-decks passenger.

(11) For the purposes of this Order :—

- (a) enclosed spaces in a super-structure shall be treated as available for upper between-decks passengers when the means of egress is direct and not through another passenger space. When this condition as to egress is not fulfilled, the space shall be measured as prescribed for lower between-decks ;
- (b) space on a deck in way of side openings normally open to the air on both sides of the vessel shall, if it is ventilated to the satisfaction of the Surveyor, be treated as available for passengers on the upper (weather) deck or upper between-decks at the option of the owner provided that such space shall not be treated as space on the upper between-decks, unless it is fitted to the satisfaction of the Surveyor with efficient means for closing the side opening in bad weather ;
- (c) in the case of long voyages only, half the area of any hatchway containing more than 120 sq. ft. of superficial space may, if the Surveyor is satisfied that the hatch beams and coverings are of sufficient strength, be treated as space available for passengers on the deck on which the hatchway is situated ;
- (d) space on the upper (weather) deck occupied by buoyant apparatus may, if the Surveyor is satisfied that it affords suitable accommodation, be treated as available for passengers on that deck ;
- (e) if a space which would otherwise be treated as available for passengers in the upper between-decks has no egress save through another space so treated, it shall be treated as available for passengers on the lower between-decks.

Note :—“Surveyor” means a Surveyor appointed under Section 129 of the Act.

(12) (a) The Provisions of this order shall not apply to ships plying :—

- (i) in either direction on the Dhanushkodi to Talaimannar route, or
- (ii) on voyages during the fair season not exceeding 24 hours in duration, which the Central Government may by notification in the Official Gazette declare to be “festival or special voyages.”

(b) In cases of congestion at a particular port the Port Officer may, when weather conditions are favourable, permit a native passenger ship terminating her voyage within twenty-four hours of her sailing from that port, to carry passengers during a foul season at fair season measurement.

(13) This Order shall come into force on the 1st day of August 1929.

SCHEDULE

Bombay—Harnai	.	.	.	Aden—Berbera.
Bombay—Dabhol	.	.	.	Aden—Zeila.
Rombay—Viziadurg	.	.	.	Aden—Jibuti.
Bombay—Goa	.	.	.	Aden—Perim.
Tuticorin—Colombo	.	.	.	Chittagong—Barisal.
Ramree—Cheduba	.	.	.	Chittagong—Naaf. R. Chittagong—Cox’s Bazar. Calcutta—Chandbali.

APPENDIX 14

Ration scale for Indian Navy Ratings

NOTE.—The average cost of feeding one man per day has been worked out at Rs. 1-10-0 exclusive of the cost of fuel.

S. No.	Articles	Scale in ozs. per day	Equivalents (See Note 1)	Quantity (in ozs.)
1	Bread/Atta/Rice/Biscuit/Flour (See Note 2)	21		
2	Ghee (See Note 3)	3	Vegetable Ghee	3
3	Sugar	2½		
4	Tea	½	Coffee/Cocoa Chocolate	1
5	Salt (See Note 4)	½		
6	Dal (See Note 5)	3	Peas dried	3
7	Condiments (See Note 6)	½		
8	Meat (See Notes 7 & 8)	8	Meat tinned or Fowl including duck, etc. (Live weight) or Fowl including duck, etc. (Dressed weight) or Fish Fresh or Fish tinned	5 11 5½ 7 3
9	Potatoes	4	Potatoes tinned or Potatoes sweet or Beans dried or Peas dried or Beans Haricot or Vegetables tinned or Dal or Flour	2½ 4 1½ 2 1 2 2 1
10	Vegetables fresh (other than onions or potatoes)	5	Beans Haricot or Vegetables tinned or Fruits dried or Fruits fresh or Fruits tinned or Dal or Peas dried	1½ 2½ 2½ 2½ 5 2½ 2½
11	Onions	2	Onions spring green or Gandel or Vegetables fresh	
12	Milk tinned, sweetened/unsweetened (See Note 9)	2-2/5	Milk fresh or Skim milk powder	4/5
13	Cheese tinned or Potatoes (where locally available) or Vegetables fresh or Vegetables tinned or Fruits fresh, non-citrus (where locally available)	½ 2 3 1½ 3		
14	Fuel		As actually required in accordance with size and description of galley, in the case of H. M. I. Ships only. In the case of R. I. N. shore establishments the type of fuel and scale of issue is to be laid down by a station board and published in station orders.	

NOTES TO RATION SCALE FOR I. N. RATINGS

1. Equivalents are issuable:—

- (a) To ships and establishments either at their option or on the authority of the senior Naval officer present subject to availability in R. I. A. S. C. or R. I. N. stocks.
- (b) For the purpose of turning over R. I. A. S. C. or R. I. N. stocks.

(c) By the R. I. A. S. C. at their option when unable to meet demands for normal standard scale articles.

2. The proportions of bread/atta/rice/biscuits/flour to be taken up are optional subject to the following conditions :—

(a) Bread when available is normally to be issued at 12 ozs.

(b) Biscuits are only to be issued when bread is not available and the commanding officer considers it impracticable to issue atta/rice/flour in lieu or for the purpose of turning over R. I. N. stocks.

3. One oz. of margarine and one oz. of jam/marmalade/ golden syrup/honey may be issued in lieu of one oz. of ghee.

4. On the recommendation of the senior R. I. N. medical officer at a base or the medical officer-in-charge of a R. I. N. ship or establishment the salt ration may be increased to a maximum of one ounce per ration per day when considered necessary for the maintenance of good health.

The increased salt ration will ordinarily be authorised between the dates 15th April and 15th October only. Exceptional cases, where issues are required to be made outside these dates, are to be referred to Naval Headquarters.

A certificate showing :—

(a) the extra quantity authorised per ration,

(b) the period for which authorised,

(c) the reason for authorisation,

is to be signed by the Commanding officer and the medical officer recommending the extra issue and attached to the Victualling account.

5. A proportion of dal ration not exceeding 1 oz. may be issued in the form of dal meal (besan).

6. The term 'condiments' comprises the following :—

Chillies	Not issuable by the R.I.A.S.C. To be supplied and issued under R.I.N. arrangements, <i>vide</i> R.I.N.F.O 881/45.
Ginger	
Turmeric	
Garlic	
Coriander seed	
Cumin seed	
Tamarind	

Ships and establishments may draw in any proportion at their option provided that the total quantity of all articles drawn does not exceed the standard ration of $\frac{3}{4}$ oz. per ration, and provided that when condiment powder is issued, the ingredients thereof cannot be drawn as additional separate items.

On one day each week the following may be taken up in lieu of the 'condiment' ration :—

Vinegar $\frac{1}{4}$ pint.

Mustard $\frac{1}{2}$ oz.

Pepper ground $\frac{1}{4}$ oz.

7. Mutton or beef is to be issued at the discretion of the commanding officer of the ship or establishment. Fish may be issued twice a week in lieu of meat. Fowl, including ducks, etc., may be issued once weekly only or when offered by the R. I. A. S. C. as an equivalent of fresh meat, the latter not being available. Live sheep or goats issued in lieu of fresh meat are to be accounted for by consuming ships or establishments as fresh meat at 50% of live weight at time of killing.

8. Ratings who are accustomed to vegetarian food may take up daily in lieu of meat :—

(a) Milk fresh	16 ozs.
or	
(b) Milk tinned	8 ozs.
or	
(c) Cheese tinned	3½ ozs.
or	
(d) (i) Ghee, and	$\frac{3}{4}$ oz.
(ii) Vegetables	8 ozs.
or	
(e) Eggs	4 in Nos.

9. In shore establishments milk fresh is to be taken up for the milk ration whenever possible. This also applies to seagoing ships when alongside or in the basin. When milk tinned of U. S. A. manufacture is issued an additional 25% is to be allowed. Skim milk powder is to be issued only when milk tinned or fresh milk is not available.

Boys under 18 years of age (classed as 'boys' or 'seagoing boys') are to receive an additional ration of milk daily as follows :—

	Equivalents
Milk fresh	10 ozs.

10. The commanding officer may at his discretion, direct $\frac{1}{2}$ oz. tea and $2\frac{1}{2}$ ozs. sugar or one ounce of lime-juice and $1\frac{1}{2}$ ozs. of sugar in addition to daily allowances to be issued to such ratings as may be much exposed during severe weather, or when from circumstances or sickness or climate or for other causes, he may consider it desirable. Such issues are to be made on a certificate signed by himself except when issued for medical reasons, when it will also bear the signature of the medical officer.